The Hong Kong Daily Press.

No. 4160 第四千一百六十號 同治辛未年正月十七日 HONGKONG, TUESDAY, 7TH MARCH, 1871. 禮拜二 英三月七號 香港 [PRICE $2] PER MONTH.

Arrivals.

Mch. 6, APENRADE, North German bark, 315, Davidson, Macao 4th March, General.—ORDER.

Mch. 6, JEANNE ALICE, French ship, 1,028, Montier, Callayan 25th February, Timber.—LANDSTEIN & Co.

Mch. 6, PATINO, Span. str., 1,200, Alarcon, Manila 2nd March, General.—SPANISH CONSUL.

Mch. 6, OTTER CAPE, Brit. bk., 582, Beart, Bangkok 16th January, Rice.—ORDER.

Mch. 7, KWANGTUNG, Brit. str., 595, Pitman, Foochow 3rd March, Amoy 5th, and Swatow 6th, Tea, Treasure and Sundries.—D. LAPRAIK & Co.

Mch. 7, AMERICA, Amer. str., 4,156, Doane, San Francisco 1st February, and Yokohama 28th, General.—P. M. S. S. Co.

Departures.

Mch. 6, SIN NANZING, str., for Shanghai.

Clearances.

AT THE HARBOUR MASTER'S OFFICE,
6TH MARCH.
None.

Passengers.

Per *Patino*, str., from Manila,—
Don. Emilio Alcantora and Monsieur Jules.

Per *Norna*, str., from Amoy,—
The Mate, Chief-Engineer, Head Steward, one seaman and one fireman of late steamship *Don*.

Per *Kwangtung*, str., from East Coast,—
Mr. and Mrs. Johnson and family, Captain Moore, and 55 Chinese.

Per *America*, str., from San Francisco, and Yokohama,—
For Hongkong.—Messrs. Alonzo Moore, Henry Hitchcock, James Falkner and wife, and 130 Chinese in steerage.
For Yokohama,—Messrs. Mongero Nackobama, Nagai Inoski and servants, Fred. D. Iffinger, Miss Georgia Costar, Mr. S. G. Broum and wife, Messrs. Wm. Miller, Ed. Herton, R. Ennasaya, Alfd. Weiller, H. T. Hore, Rev. O. H. Wolf and wife, Mrs. S. Clark, Mrs. A. Desmond, Messrs. Wm. Copeland and J. Cark.
For Shanghai.—Messrs. Eduard C. Jungerich, John Woodsich, F. D. Hitch, John Gilchrist, E. G. Low, Miss Rose Freeman.
For Hiogo.—Rev. O. H. Galich, wife and child, Mr. J. Furst Carl Schunk.
From Yokohama.—Mr. Cassell, and 4 Chinese in steerage.

Reports.

The British steamer *Norna* reports moderate monsoon and cloudy weather; passed steamers *Yesso* and *Cella* off Tong-mi Point. The str. *Cleator* was in Amoy, having salved ex *Don* about 500 bales of Piece Goods, 90 of which were brought down in *Norna*.

The Spanish steamship *Patino*, from Manila on 2nd March, reports fresh monsoon with squalls occasionally.

The French ship *Jeanne Alice* reports light winds and fine weather until Cape Bolinao, thence strong monsoon with heavy sea, which caused the ship to labour, and obliged the pump to be kept going. Left in port loading Russian ship *Maria*, for Shanghai, and Spanish brig *Madrilena* for Manila.

The British barque *Otter Cape* reports left Bangkok on 16th January, passed Pulo Condore February 4th; experienced strong monsoon, frequently freshening to a gale, and heavy head sea nearly throughout the passage after passing Pulo Obi.

The British steamship *Kwangtung* reports experienced brisk N.E. breezes and pleasant weather throughout. The steamship *Aden* and *Yesso* were in Swatow on the 6th, and the steamship *Dragon* in Foochow on the 3rd; the Chinese Customs' Cruizer *Ling Feng* and British steamer *Cleator* still at the wreck of the *Don*; the latter steamer landed in Amoy on the 2nd instant, a considerable quantity of indigo, and over 504 bales of piece goods, salved ex *Don*; and returned on the 3rd to continue her efforts. H.M.S *Zebra* left the wreck on the 27th Feb., and had not arrived in Foochow when the *Kwangtung* left. The master and chief-engineer of the late steamship *Don* were on board.

The P. M. steamship *America* reports on 1st February, noon, sailed from San Francisco. On 9th February, passed and exchanged mails with steamer *Great Republic*, homeward bound 3.25 a.m. February 26th, arrived at Yokohama. February 28th, sailed from Yokohama.

CONSIGNEES.—Russell & Co., Broadbear, Authony & Co., Lane, Crawford & Co., Oriental Banking Corporation, Wm. Pustau & Co., Andrew Millar & Co., Carlowitz & Co., Henry King, G. de Silva, W. H. Ray, A. Heard & Co., Vogel, Hagedorn & Co., Bull, Purdon & Co., D. Nowrojee, R. R. Morales, Drayer & Co., Saunders & Co., Chartered Bank of India, London and China, Siemssen & Co.

TREASURE.

For Yokohama	$15,950
For Shanghai	$10,000
For Hongkong	$370,023
Total	$395,975

Auction Sale To-day.

LAMMERT, ATKINSON & Co.
Sundry Articles.

FOOCHOW DOCK.
RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam.

The above premises comprise a large Machine-Shop, containing a
WITHWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., &c., always on hand.

The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to
JOHN C. SKEY,
Superintendent.

The list of Charges for lighting or remetalling vessels can be obtained from
Messrs. DE SILVER & Co., Hongkong.
Messrs. LANE, CRAWFORD & Co., Shanghai.
tf 876 May3

GEORGE GLASSE,
(FIVE YEARS MANAGER TO KINSFORD & Co., PICCADILLY LONDON, AND 28, PLACE VENDOME, PARIS),
ENGLISH AND FOREIGN CHEMIST
VICTORIA DISPENSARY,
HONGKONG AND YOKOHAMA.
SHIPS' MEDICINE-CHESTS
SUPPLIED AND REFITTED.
tf 2036 Hongkong, 3rd September, 1867.

MRS. D. KYLE,
DRESSMAKER, LADIES' OUTFITTER, AND MACHINIST,

BEGS to intimate to the Ladies of Hongkong that she has commenced business as above, and hopes by strict attention and moderate charges to receive a Share of their patronage. Sewing done, by Singer's Lock-Stitch Machines, at 4 cents per yard.
6, Arbuthnot Road, opposite Dr. COLLINS.
1m 313 Hongkong, 15th February, 1871.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
SUBSCRIBED CAPITAL—5,000,000 of Dollars.

Court of Directors:—
Chairman—HON. R. ROWETT.
Deputy Chairman—T. PYKE, Esq.

E. R. Belilios, Esq.	H. B. Lemann, Esq.
George F. Heard, Esq.	Julius Menke, Esq.
George J. Holland, Esq.	S. D. Sassoon, Esq.
A. Joost, Esq.	

Managers;—
Hongkong—James Greig, Esq.,
Acting Chief Manager.
Shanghai—David McLean, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum,
" 6 " 4 " "
" 12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Acting Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East.
tf 1062] Hongkong, 2nd January, 1871.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the half-year ending on 31st December last, at the rate of Eight per cent. per annum, say $5 per paid-up Share of $125, and $3 per Share on which $75 have been paid, is payable on and after THURSDAY, the 16th instant, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.
By order of the Board of Directors,
JAMES GREIG,
Acting Chief Manager.
tf 319 Hongkong, 15th February, 1871.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Dividend at the rate of 16% per annum, or $6 per share, declared at the Ordinary Half-yearly Meeting of shareholders, held yesterday, will be payable at the Hongkong and Shanghai Banking Corporation on and after Thursday next, the 19th instant. Shareholders are requested to apply at the office of the Company for Warrants.
By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.
tf 111 Hongkong, 17th January, 1871.

UNION STEAM NAVIGATION COMPANY OF SHANGHAI.

Debenture Loan, authorized at Meeting of Shareholders held at Shanghai on the 6th February, 1871.

APPLICATIONS for Debentures under the above Loan will be received until 15th March next, when allotment of same will be made.
Forms of application, with conditions of Debenture, can be obtained at the office of the Undersigned.
WM. PUSTAU & Co.,
Agents.
22d 343 Hongkong, 22nd February, 1871.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Dividend declared for the Half-year at the rate of Three per cent. per annum, will be payable at the HONGKONG AND SHANGHAI BANK on and after 3rd March.
Dividend Warrants can be obtained from the Secretary, at the Office of the Company, Club Chambers, on and after THURSDAY, the 2nd proximo.
By order,
G. N. MINTO,
Secretary.
1m 383 Hongkong, 28th February, 1871.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

UNTIL further notice, the Company are prepared to tow Vessels to and from Whampoa, and remetal them in their Stone Docks (with Caisson gates), at
(40) FORTY CENTS PER SHEET.
By Order,
G. N. MINTO,
Secretary.
tf 663 Hongkong, 7th April, 1870.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.
AUGUSTINE HEARD & Co.
tf 471 Hongkong, 6th March, 1868.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

REDUCTION IN RATES ON CHINESE RISKS.

ON and after the 15th instant, the minimum rate for the insurance against Fire of Chinese Premises in this Colony will be reduced to Two per cent. per annum.
JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Limited.
tf 1997 Hongkong, 14th November, 1870.

NOTICE.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

REDUCTION IN THE RATES OF PREMIUM ON CHINESE RISKS.

ON and after the 15th instant, the Minimum Rate for Insurance against Fire, on First Class Chinese Premises in this Colony, will be *Two* per cent. per annum, instead of three per cent, as heretofore.
AUGUSTINE HEARD & Co.,
Secretaires, Victoria Fire Insurance Co. of Hongkong, Limited.
tf 2005 Hongkong, 14th November, 1870.

CHINA TRADERS' INSURANCE COMPANY, (LIMITED).

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a list of Premia contributed by them during the year ended 31st October last, for the distribution of the 25 per cent. Profit reserved for the contributors to the Company.
AUGUSTINE HEARD & Co.,
General Agents.
2m 89 Hongkong, 13th January, 1871.

SITUATION WANTED.

A GENTLEMAN of ten years' experience in the India and China trade, a good correspondent and bookkeeper, is open for an engagement with a respectable mercantile firm. He is able to undertake the correspondence in German, Dutch, English, French, and has also a fair knowledge of the Spanish language, and the Chinese Mandarin dialect. Best references given.
Address E. B., office of this paper.
10i 262 Hongkong, 9th February 1871.

Intimations.

THE
VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

CAPITAL $1,500,000, IN 3,000 SHARES OF $500 EACH.
PAID UP CAPITAL $300,000.

Board of Directors,—
S. D. SASSOON, Esq., (Messrs. David Sassoon, Sons & Co.)
J. F. BUXEY, Esq., (Messrs. Eduljee Framjee, Sons & Co.)
HERMANN MELCHERS, Esq., (Messrs. Melchers & Co.)
GUSTAV OVERBECK, Esq., (Consul General for Austria.)
AUGUSTINE HEARD, Esq., (Messrs. Augustine Heard & Co.)

Bankers,—
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Auditors,—
F. W. MITCHELL, Esq.
MATTHEW W. BOYD, Esq.
(Chartered Bank of India, Australia, and China.)

Head Office,—
HONGKONG.

Secretaries,—
MESSRS. AUGUSTINE HEARD & Co.

THE Company having been Registered under the "Companies Ordinance, 1865," and its Shares allotted, will be prepared to accept Risks against Fire, on buildings and merchandise Stored therein, at the current rates, on and after March 1st, 1870.
Twenty per centum of the profits of the Company will be distributed annually as a Bonus among Contributing Shareholders, proportionately to the amount of premia paid by them.
AUGUSTINE HEARD & Co.,
Secretaries.
tf 399 Hongkong, 26th February, 1870.

TO LET.

THE commodious GODOWN, OFFICES and RESIDENCE, with Servants quarters, &c., detached, recently in the occupation of Messrs. FARRELMAN & Co., and situated in Webster Bazaar, Queen's Road Central.
For particulars apply to Messrs. RAWLING, MEDLEN & Co., (over Hongkong Dispensary).
JARDINE, MATHESON & Co.
tf 377 Hongkong, 27th February, 1871.

TO LET.

THE HOUSE, No. 5, *West Terrace.* Possession from 1st March, 1871. Apply to
THOMAS WALLACE,
East Point.
tf 324 Hongkong, 17th February, 1871.

TO LET.

THAT DETACHED RESIDENCE in rear of the "*Albany*," recently occupied by A. H. PRICE, Esq., containing Seven Rooms, Store Room, Four Bath Rooms, Stabling, and Garden. Gas and Water laid on. Apply to
THOS. W. BARRINGTON,
47, Wyndham Street.
tf 278 Hongkong, 11th February, 1871.

TO LET.

THE Commodious GODOWNS, Business PREMISES and RESIDENCE, formerly occupied by Messrs. MELCHERS & Co., situated at the junction of Graham and Wellington Streets.
Gas and Water laid on. Possession may be taken in March next. Apply to
T. G. LINSTEAD.
tf 182 Hongkong, 30th January, 1871.

TO LET.

THREE first-class two story GODOWNS, situate on Inland lot No. 73, opposite Fletcher & Co.'s old premises, at present in occupation of the Military.
Possession can be had early in February.
Apply to
TURNER & Co.
tf 183 Hongkong, 30th January, 1871.

TO BE LET.
With Possession on 1st February next.

THE HOUSE, No. 5, Caine Road, at present occupied by Dr. MURRAY.
Also,
HOUSE, No. 6, in Seymour Terrace.
Apply to
DAVID SASSOON, SONS & Co.
tf 95 Hongkong, 16th January, 1871.

TO LET,
(With immediate possession).

THE Commodious HOUSE, situated in Caine's Road, formerly the property of and occupied by W. H. RENNIE, Esq.
For particulars, apply to
E. D. SASSOON & Co.
tf 108 Hongkong, 17th January, 1871.

TO BE LET,
With Possession on 1st Oct. next.

THE HOUSE and OFFICE, No. 9, *Gough Street*, at present occupied by Messrs. KIRCHNER, BOGER & Co. Apply to
GIBB, LIVINGSTON & Co.
tf 1274 Hongkong, 1st July, 1869.

TO LET.
With immediate possession.

NO. 4, Peebili Terrace, *Elgin Street.* Apply to
LANE, CRAWFORD & Co.
tf 1868 Hongkong, 30th September, 1869.

TO LET.
(With possession on 1st January, 1871).

THAT very desirable BUNGALOW, situate at *Pokfoolum*, and known as "BELMONT," at present in the occupation of J. MENKE, Esq. Bowling Alley, Coach House, 4-stalled Stable, &c., attached. Water laid on. Apply to
GILMAN & Co.
tf 2192 Hongkong, 17th December, 1870.

TO LET.
With immediate possession.

THE HOUSE and OFFICES, No. 4, *Gough Street*, lately occupied by Messrs. A. WILKINSON & Co. Apply to
GIBB, LIVINGSTON & Co.
tf 1957 Hongkong, 15th October, 1868.

TO LET.

FIRST-CLASS Granite GODOWNS, at *Wanchai*, from 12 to 30,000 piculs capacity. Apply to
S. E. BURROWS & SONS.
tf 1790 Hongkong, 17th September, 1869.

HOUSES TO LET.

IN various Parts of Hongkong. A list of HOUSES with *size, locality* and *terms* can be seen at No. 47, *Wyndham Street.*
THOS. W. BARRINGTON.
tf 642 Hongkong, 11th March, 1867.

TO BE LET.

THE commodious Offices and Godowns formerly in the occupation of Messrs. HOLLIDAY, WISE & Co., situated on Marine Lot 11, and fronting the *Praya.* Possession can be had on 1st April next.
For particulars of rent, &c. Apply to
TURNER & Co.
tf 76 Hongkong, 13th January, 1871.

TO LET.

FIRST-CLASS Granite GODOWNS, at Wanchi. Apply to
ROB. S. WALKER & Co.
tf 41 Hongkong, 9th January, 1871.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

PHOTOGRAPHY.

THE rooms of the undersigned will be closed from this date, for about one month, during his absence from Hongkong.
J. THOMSON.
tf 2055 Hongkong, 23rd November, 1870.

Auctions.

PUBLIC AUCTION.

GENERAL WEEKLY SALE.

LAMMERT, ATKINSON & Co. will sell by Public Auction,
THIS DAY,
the 7th March, 1871, at noon,
At their Auction Sales Rooms, Queen's Road,—
An Invoice of OILMAN'S STORES, comprising PICKLES, SAUCES, SALAD OIL, MUSTARD, Malt VINEGAR, Table SALT, French OLIVES, Dried SAGE, ARROWROOT, TAPIOCA, Pearl BARLEY, SAGO, MACARONI, VERMICELLI, Oxford SAUSAGES, LOBSTERS, Pudding RAISINS and MUSCATELS, CURRANTS, Tart FRUITS, JAMS, JELLIES, MARMALADE, Dessicated MILK, COCOA and CHOCOLATE and MILK, Assorted CONFECTIONERY and JUJUBES, &c., &c.
84 doz. 2 lbs. Tins Huntley & Palmer's BISCUITS, assorted.
10 Cases ½-SARDINES.
10 " Borden's MILK, Eagle Brand.
200 boxes Gibb's Honey SOAP, each 6 doz.
50 doz. Day & Martin's BLACKING.
100 pairs Dawson's BOOTS.
Woollen SOCKS, FLANNELS, TWEEDS, RUGS, TOWELS, &c., &c.
30 Casks, quarts, BASS'S ALE, by Cameron & Saunders.
20 " pints, do. do.
50 Cases Hennessy's BRANDY.
OLD TOM, Schiedam GIN, BITTERS, &c., &c.
200 Reams NOTE PAPER.
50 " blue and white Foolscap PAPER.
Manila and Europe ROPE, PAINT OIL, TURPENTINE, White ZINC, White LEAD, and Red LEAD, &c., &c., &c.
And a quantity of other GOODS.
Also,
5 Casks IRON WARE.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
405 Hongkong, 6th March, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions from the Superintendent of the P. & O. S. N. Co., to offer for Sale by Public Auction,
TO-MORROW,
the 8th March, 1871, at 3 P.M.,—
(unless previously disposed of by private contract),
The Company's Iron Screw-Steamer
"*NORNA.*"

Register Tonnage of Ship	613
" " Engine Room, &c.	356
Total Tonnage	969

Draught of water when loaded, 15 feet.
Description of Engines—Direct, with Gearing.
Horse Power, 230 nominal.
The Boilers were recently fitted with a complete set of new Tubes and Tube Plates.
A complete Inventory can be seen, and particulars obtained, on application to the Auctioneer.
TERMS OF SALE.—Half cash on fall of the hammer, the balance on completion of transfer. Transfer expenses to be borne by the purchaser.
CHAS. H. MORGAN,
Auctioneer.
Do
P. & O. S. N. Co.
Hongkong, 7th January, 1871. [37

PUBLIC AUCTION.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on
SATURDAY,
the 11th March, 1871, at noon,—
on the premises,
5 Chinese HOUSES, and FOUNDATIONS and WALLS (Granite) for 4 others, situate in in Tank Lane and Square Street, on Inland lot No. 280.
Also,
1 Chinese HOUSE, No. 8, Square Street, on Inland lot No. 239.
Rent of above Six Houses, $60 per month, the present holder being willing to take them on a lease of 2 or 3 years at this rate.
TERMS OF SALE.—One-third of the purchase money to be paid on the fall of the hammer, the remaining two-thirds within ten days of date of sale. All expenses of transfer to be borne by the purchaser.
406 Hongkong, 6th March, 1871.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on
SATURDAY,
the 11th March, 1871, at 2 P.M.,
At No. 27, Wyndham Street,—
The Elegant HOUSEHOLD FURNITURE, comprising Drawing Room, Dining Room, and Bed Room SUITES; COUCHES and CHAIRS in green rep, Marble-top Side TABLES, Marble-top Dressing TABLE, Marble-top WASHSTAND and SERVICE, PIER GLASSES, CARPETS, ENGRAVINGS, Marble TIME-PIECE, Dinner, Dessert, and Breakfast SETS, GLASS and PLATED WARE,
&c., &c., &c.
Catalogues will be issued.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
D. L. NORONHA & Co.,
Auctioneers.
414 Hongkong, 7th March, 1871.

HORSE SALE.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, (if not previously disposed of by private Sale), on
SATURDAY,
the 18th March, 1871, at 4 P.M.,—
The China Racing Pony "SKYTE."
The China Racing Pony "SKELP."
The Australian Gelding "KAROOLA."
408 Hongkong, 6th March, 1871.

HONGKONG STEAM BAKERY,
Office—Opposite the Oriental Bank.

MESSRS. D. NOWROJEE & Co., established in the year 1858, beg to inform their Customers and the public generally, that they have just set up a Steam Bakery in their premises; which has enabled them to reduce their rates, without interfering with the well known superior qualities of their Articles.
They are now enabled to offer their Bread and Biscuits of the best quality at following reduced rates:—

Square, Twist, Cottage, and French loaves	$0.07 per lb.
Soda and Cracker Biscuits, 6 lbs. tins	0.75 each.
12 "	1.50 "
Butter and Sweet Biscuits	0.30 per lb.
Cabin Biscuits	0.07 "

NOTICE TO SHIPMASTERS.

CAPTAINS are invited to inspect the new steam machine-made Soda, Cracker, Cabin and Ship BISCUITS, at the lowest rates.
D. NOWROJEE & Co.
tf 1431 Hongkong, 2nd August, 1870.

SAIL MAKING.

WILLIAM DOLAN having returned to Hongkong, has resumed his business of SAIL MAKING in all its branches, at his old place in *Duddell Street*, and solicits the patronage of the Public.
He has on hand a fine assortment of 8 and 10 ounce RAVINS DUCK, suitable for Boat Sails or Awnings.
tf 858 Hongkong, 30th April, 1869.

JOSEPH TREVITT HUDSON, of Shanghai, China, who died at Hankow, on the 19th January, 1870, is supposed to have executed a will subsequent to the 22nd August, 1868. Anyone being in *possession* of such *will*, or able to give information respecting it, is requested to communicate with
GIBB, LIVINGSTON & Co.
1m 255 Hongkong, 7th February, 1871.

Notices of Firms.

NOTICE.

THE interest and responsibility of Mr. EDWARD PETTIT in our Firm ceased on the 31st December last.
Mr. ALFRED HUTCHISON was admitted a Partner therein on the 1st January.
DEACON & Co.
tf 397 Canton, 1st March, 1871.

WE have established Agencies of our firm at Takao and Taiwanfoo.
BOYD & Co.
3m 316 Amoy, 1st February, 1871.

H. N. RICKERTZEN.

BEGS to notify that he has this day established himself as WHOLESALE AND RETAIL TOBACCONIST, in the premises lately occupied by ZACHARIAE & Co., and respectfully solicits the patronage of the Public.
tf 298 Hongkong, 10th February, 1871.

THE interest and responsibility in our firm of the late THOMAS LANCASTER LARKEN, ceased on 30th April, 1870.
KINNEAR, LARKEN & Co.
1m 301 Foochow, 8th February, 1871.

NOTICE.

MR. MANECKJEE SAPOORJEE HORIWALLA is authorized to sign our Firm from this date.
N. MODY & Co.
tf 261 Hongkong, 8th February, 1871.

NOTICE.

MR. E. D. BARBOUR retires from our Firm from this date, and Mr. JNO. MURRAY FORBES, Jr., is authorised to sign our Firm by procuration.
RUSSELL & Co.
tf 107 China, 1st January, 1871.

THE interest and responsibility of Mr THEODOR PROBST, in our firm, ceases from this date.
WM. PUSTAU & Co.
Hongkong and China,
7th of February, 1871. [6m 257

NOTICE.

THE Partnership hitherto existing between us, under the style of ALT & Co., expired by effluxion of time on December 31st, 1870, on which date our interest and responsibility in the firm ceased.
All liabilities will be discharged, and all debts collected, by Mr. W. J. ALT, who will sign the firm in liquidation.
Mr. H. J. HUNT will sign ALT & Co. in liquidation, per procuration, at Nagasaki.
Mr. MOURILYAN will sign ALT & Co. in liquidation, per procuration, at Hiogo, Osaka.
W. J. ALT.
RICHARD LINDAU.
Nagasaki and Hiogo, Osaka,
January 14th, 1871.

NOTICE.

REFERRING to the above advertisement, the business of ALT & Co. at this port will henceforth be continued by the Undersigned, under the same style and firm as heretofore.
H. J. HUNT.
F. HELLYER.
Nagasaki, January, 1871.

NOTICE.

REFERRING to the above advertisement, the business of ALT & Co. at this port will henceforth be continued by the Undersigned, under the style and firm of MOURILYAN, HEIMANN & Co.
W. MOURILYAN.
CHARLES A. HEIMANN.
Hiogo, Osaka, January, 1871.

THE business hitherto carried on by the Undersigned has been transferred to MOURILYAN, HEIMANN & Co.
C. A. HEIMANN & Co.
3m 155 Hiogo, January, 1871.

NOTICE.

I HAVE appointed Mr. J. M. ARMSTRONG as my Attorney and Agent, to act for me in the management of my business during my temporary absence from the Colony.
L. P. WARD.
tf 109 Hongkong, 16th January, 1871.

NOTICE.

MR. WILLIAM HENRY MOORE and MR. OTTO FRIEDRICH, have this day been admitted partners in our firm.
LAMMERT, ATKINSON & Co.
tf 1258 Hongkong, 30th June, 1870.

NOTICE.

MR. THOMAS H. DE SILVER is admitted a partner in our firm from the 1st of October, 1869.
L. FRICKEL & Co.
tf 2002 Hongkong, 21st October, 1869.

THE Undersigned having this day entered into partnership as Merchants and Commission Agents, will conduct their business under the name and style of NORTON, LYALL & Co.
EDWARD NORTON.
ROBERT LYALL.
tf 1 Hongkong, 1st January, 1871.

NOTICE.

MR. DUNCAN DAVIDSON is a partner in our firm from this date.
BROWNE & Co.
3m 5 Amoy, 1st January, 1871.

NOTICE.

THE undersigned has this day established himself as MERCHANT & COMMISSION AGENT. Office, No. 2, Gage Street.
J. R. JOSHUA.
1m 253 Hongkong, 7th February, 1871.

NOTICE

WE have this day established a branch of our House at Hankow.
The business at our Agencies in Tientsin, Kiukiang and Ningpo, will hereafter be conducted in the name of our firm by our recognized Agents in charge.
RUSSELL & Co.
tf 182 China, 1st January, 1870.

COSMOPOLITAN FAMILY HOTEL,
Corner of Elgin and Shelley Streets,
HONGKONG.
(LATE CLUB LUSITANO.)

RESTAURANT,
PRIVATE DINING ROOMS,
AND
BILLIARD ROOMS.

Every variety of Choice WINES and SPIRITS will be kept constantly on hand, and supplied at very moderate rates.
EDMUND R. HOLMES.
N.B.—CHAIR-HIRE from any part of the City to the Cosmopolitan Hotel, TEN CENTS.
tf 81 Hongkong, 6th January, 1871.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the DOCK COMPANY'S ESTABLISHMENTS at the above Port afford every facility, at moderate charges,
for
REPAIRING AND SPARRING VESSELS
AND
CLEANING AND PAINTING IRON SHIPS AND STEAMERS.

THEIR LARGE GRANITE DOCK,
Has 236 feet length on the blocks, and at average spring tides can receive Vessels of 16 to 17 feet draught. It has a
CAISSON GATE, AND POWERFUL CENTRIFUGAL STEAM-PUMP,
And an Engineers' work-shop fitted with Lathes and Tools, driven by steam. Iron and Brass Foundries, Boiler-makers' shop, a large Smithy, and Carpenters' and Boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, Vessels drawing 12 feet.

Spars, Timber, and other Dock-yard material kept in stock.

Quarters for Officers, and a DRY GODOWN or STORES, of Vessels under repair.
tf 2317 Amoy, December, 1868.

Intimations.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Second Ordinary Annual MEETING of Shareholders in the above Company will be held at the Offices of the Company, No. 39, Queen's Road, on FRIDAY, the 10th March next, at Three o'clock in the afternoon, to receive Statement of Accounts to 31st December, 1870, and Report of the General Managers, and to elect a Consulting Committee and Auditors.
JARDINE, MATHESON & Co.,
General Managers.
12d 373 Hongkong, 25th February, 1871.

CHINA SEA, SAIGON AND STRAITS STEAMSHIP COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE First Ordinary MEETING of Shareholders in the Company will be held at the Company's Office, Victoria, Hongkong, on SATURDAY, the Twenty-fifth day of March next, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors together with a statement of Accounts, for the election of Directors and Auditors and declaring a Dividend.
By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.
31d 348 Hongkong, 22nd February, 1871.

CHINA SEA, SAIGON AND STRAITS STEAMSHIP COMPANY, LIMITED.

NOTICE.

THE Transfer Books of the Company will be CLOSED from the 11th to the 25th day of March next, inclusive.
By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.
31d 349 Hongkong, 22nd February, 1871.

EXPIRATION OF LEASE.

W. PEACOCK & CO.

SELLING OFF.

W. PEACOCK & Co. being about to leave Hongkong, have the honor to inform the public that, on and after the 9th of March, they will dispose of their VALUABLE STOCK at such a large REDUCTION from English cost price as will ensure an immediate clearance, consisting of:—
MANTLES and Lace SHAWLS.
Black SILKS, from 55 cents per yard.
Plain and Coloured SILKS, from 50 cents.
REPS and GRENADINES.
Black and Coloured ALPACCAS.
Fancy DRESSES.
Black PARAMATTAS.
Black French MERINOS.
French Printed MUSLIN.
FRENCH PRINTED CAMBRIC.
SILK UMBRELLAS.
Gentlemen's ½-HOSE.
Gentlemen's UNDER SHIRTS.
Gentlemen's DRAWERS.
Best quality WHITE SHIRTS, LINEN FRONTS and CUFFS, 18 dollars per dozen.
SCARFS and TIES at less then half-price.
LINEN COLLARS, All Shapes.
NEW SHAPES IN STRAW AND FELT HATS.
A large lot of new Pattern Summer CLOTHS.
For SUITS, made to order $9.75.
do. Flannel SUITS, $8.50.
Sleeping SUITS, from $2.25.
White Drill TROUSERS, made of the very best quality, $25.00 per doz.
Travelling BAGS and PORTMANTEAUS.
RAILWAY RUGS.
TAPESTRY CARPETS AND RUGS.
Muslin and Leno CURTAINS, from $1.50 per pair.
Printed Table COVERS.
Damask Table COVERS from $1.00.
Glass CLOTHS.
Turkish TOWELS.
Chintz FURNITURES, from 8 cents per yard.
&c., &c., &c.
45 and 47, Queen's Road,
Next the ORIENTAL BANK,
Hongkong, 6th March, 1871. [411

GOVERNMENT NOTIFICATION.

ON and after this date, Small-Pox Patients will be received at the Civil Hospital only, for immediate removal to Stone Cutters' Island.
By Command,
J. GARDINER AUSTIN,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 26th January, 1871. [tf 170

VOCAL and INSTRUMENTAL MUSIC for Sale.
HUGO PELLICO,
Wyndham Street, No. 35.
1m 304 Hongkong, 14th February, 1871.

FOR SALE.

KOWLOONG LODGE,

A PLEASANTLY situated furnished BUNGALOW, at Kowloong, about Eight minutes walk from the landing-place near the village of Mong-koh. The Bungalow has a commanding view of Hongkong, the Harbour, and the Islands to the Westward. There are 8¼ acres of ground attached, with Croquet Ground, &c., and the place is held under a Lease from the Government for 75 Years, as Farm Lot No. 11. Apply to
J. M. ARMSTRONG.
tf 240 Hongkong, 7th February, 1871.

"*Japan Mail*" and "*Japan Weekly Mail.*"

LANE, CRAWFORD & Co. having been appointed agents for the two above-named newspapers, are prepared to receive Advertisements and Subscriptions for the same.
Terms of Subscription, payable in advance; *Japan Mail*, $15 per annum; *Japan Weekly Mail*, $24 per annum.
tf 122 Hongkong, 19th January, 1871.

NOTICE.

ESTATE OF J. B. ENDICOTT, Esq.,
Deceased,

ALL persons being indebted to, or having Claims against the above Esta'e, are requested to communicate with
GEORGE F. HEARD,
Executor.
tf 2186 Hongkong, 16th December, 1870.

NOTICE.

ESTATE OF T. G. DONALDSON, *Deceased.*

ALL persons indebted to, or having claims against the above Estate, are requested to communicate with
RICH. F. HAWKE,
One of the Executors.
tf 2245 Hongkong, 24th December, 1870.

Intimations.

RACE BAL MASQUE.

ON FRIDAY NEXT,
March 10th, 1871.

AT LUSITANO THEATRE.

BY kind permission of Colonel Kennedy and Officers, the Band of the 18th Madras Native Infantry will be in attendance.
Admission, $1. Masks can be purchased at the Theatre on the night of the Bal. The enclosure for dancers to be reserved specially for Ladies and Gentlemen in Masks.
417 Hongkong, 7th March, 1871.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship
"KWANG-TUNG,"
Captain Pitman, will have immediate dispatch for the above Ports.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
tf 415 Hongkong, 7th March, 1871.

FOR AMOY.

THE Spanish Steamer
"PRIM,"
Captain Azevedo, expected here from Manila on or about the 9th instant, will have immediate dispatch for the above port.
For Freight or Passage, apply to
REMEDIOS & Co.
tf 416 Hongkong, 7th March, 1871.

FOR LONDON *via* SUEZ CANAL, *calling at* SINGAPORE *and* PENANG.

THE O. S. S. Coy. S. S.
"SARPEDON,"
will leave this Port on or about 16th March.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Queen's Road.
9d 418 Hongkong, 7th March, 1871.

H.M.S. "*ADVENTURE.*"

NOTICE.

THE Ward Room Officers hereby give notice that they are not responsible for any debts contracted by their Stewards or Messman.
1w 403 Hongkong, 6th March, 1871.

TENDERS for the Supply of Articles for the FOOCHOW ARSENAL, must be sent to the office of the FOOCHOW ARSENAL before the 10th of March, 1871. On and after this date no tenders will be received.
P. GIQUEL,
Director.
393 Foochow, 24th February, 1871.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE Company being established, with its Head Office at Hongkong and Agencies at the several Treaty Ports of China and Japan, accepts risks and issues Policies of Insurance at the rates of Premium current at the respective places.
N. J. EDE,
Secretary.
48, Queen's Road,
Hongkong, 1st March, 1871. [tf 385

NAVY CONTRACTS, 1871-72.

SEALED TENDERS, in duplicate, will be received by the undersigned at or before noon on THURSDAY, the 9th proximo, from Persons desirous of supplying the following Articles for the use of the Naval Department, for the Year 1871-72, viz.:—

Fresh Beef.	Raisins.
" Vegetables.	Salt.
Rice.	Water.
Sugar.	Soft Bread.
Tea.	Biscuit.

Printed Forms of Tender, and further particulars can be obtained at the Naval Storekeeper's office.
RICHARD F. HAWKE,
Naval Accountant and Acting Storekeeper.
H. M. Naval Yard,
Hongkong, 24th February, 1871. [11d 372

MANILA.

FELISA O. DE ALBERTO,
WIDOW OF ALBERINO ALBERTO,
COMPRADOR, STOREKEEPER, SAILMAKER, CAULKER, &c.
Purveyor to H.M.S. *Galatea*, by special appointment.
3m 236] *No. 2, Mourillon, Manila.* [Feb. 6

GEORGE TAUFER,
GUN SMITH
AND
PRACTICAL ENGINEER,
No. 17,
tf 1852] PRAYA CENTRAL. [Oct. 19

TO BE LET, or Sold by private contract, the Business Premises lately in the occupation of the Supreme Court, Queen's Road Central. The Building can be let either as it stands, or rearranged in sets of Offices, with or without dwelling rooms, as may be required.
Apply to Messrs. RAWLING, MEDLEN & Co., (over Hongkong Dispensary), where Plans for the Alteration of the premises may be seen.
JARDINE, MATHESON & Co.
tf 336 Hongkong, 21st February, 1871.

NOTICE.

THE Undersigned, owner of the British Schooner *Gaviota*, will not be responsible for any debts contracted by her commander, Capt. JOHN GEORGE SAINDERLICH, on and after her arrival in Hongkong.
H. MAGNIAC,
By his Attorney
J. WHITTALL.
tf 121 East Point, 19th January, 1871.

THE SHANGHAI DOCK COMPANY.

TENDERS are invited for a lease of the Company's two Docks in Hongkow, either together or for each separately, for a term of not less than three, and not exceeding five years, from the 1st July next. Persons tendering should state the nature of the security they propose giving for payment of the rent, and the due performance of the conditions of the lease, and should send in their tenders not later than the 31st March next, under cover, addressed to the Directors of the Company, care of Mr. COWIE, 27, Foochow Road, where further particulars can be obtained. To prevent any misunderstanding, the Directors think it right to add that they do not bind themselves to accept the highest or any Tender.
16i 239 Shanghai, 23rd Jan., 1871.

Notices to Consignees.

THE following Cases have been landed and stored at the risk and expense of the Consignees, who are requested to take immediate delivery.

Ex *Ava*, 6th March, 1871.

BO&C	$814/15,	2	Cases	Cheese, to Orders.
RB M	1,	1	Case	Gold Thread, C. Lutz & Co.
JFG	263,	1	"	Silk Rubans, Dryer & Co.
JMB M	2151,	1	"	Books, Reynold & Co.
EBS	1,	1	"	Feathers, Jafferboy.

C. BERTRAND,
Principal Agent.
412 Hongkong, 7th March, 1871.

PER S.S. "*ARIZONA*," FROM NEW YORK, &c.

CONSIGNEES of Cargo by the above-named steamer are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery of their Goods.
Cargo impeding the discharge of the steamer will be landed and stored at Consignees' risk and expense.
T. A. HARRIS,
Agent.
tf 407 Hongkong, 6th March, 1871.

DEATH

At Hongkong, on the 7th inst., LOUISA, the wife of Mr. E. R. HANDLEY, aged 33 years. The funeral will leave No. 70, Praya, at 4.15 this afternoon.

The delivery of the *Daily Press* from this office commenced on Monday morning at 10.25 and the last messengers left the office at 10.45.

The Daily Press

HONGKONG, MARCH 7TH, 1871.

THE intelligence from Peking, published in yesterday's paper, is strikingly confirmatory of the view which we recently expressed, with reference to the state of political affairs at the Capital. If it is true that a memorial has been addressed to the Emperor condemning the action of TSENG-KWO-FAN, and accusing him of having acted in too friendly a way towards foreigners in reference to the Tientsin Massacre, there is certainly sufficient cause for alarm on the part of the Foreign Ministers. There can be no possible doubt of the state of affairs which the circumstance indicates. It shows distinctly that the party opposed at once to the Peking Government and to foreigners still continues to flourish with full force, and further, that they are persuaded that an opportunity has at last arrived for pushing their designs to the utmost. The fact that so long an interval has elapsed since TSENG-KWO-FAN wrote his memorial on the Tientsin outrage, adds importance to the step which has now been taken, as it shows that it is the result not of a sudden impulse, such as might be looked for under the excitement immediately following the event, but of deliberate design carefully fostered, and for the consummation of which what appeared to be the most favourable opportunity has evidently been waited for. The continued reverses which France has received in the European war, have no doubt been carefully noted; and the opportunity seems to have been seized when the climax of her misfortunes had been reached, of urging upon the Pekin Government the adoption of even a more insolent tone than that which they have already adopted with regard to the recent troubles. It will be quite impossible for the Central Government to condemn TSENG-KWO-FAN for having been more friendly to foreigners than he should have been, without at once assuming such a tone as will undoubtedly put an end to all hopes of a peaceful solution of the present difficulties. TSENG-KWO-FAN'S memorial, as it stands, is open to grave exception for not fully acquitting the French Missionaries of the scandalous charges which had been made against them; and it will be utterly impossible for the Pekin Government to comply with the request which it now seems has been made by an official occupying a high position, to re-investigate the matter, on account of the charges of kidnapping the children and plucking out their eyes being true, without compromising all that they have done hitherto to avert a collision with foreign nations.

It is a somewhat strange coincidence that at the very time this disquieting news has come to hand, telegraphic information has arrived to the effect that there is every likelihood of a cessation of hostilities in Europe being speedily brought about. It may be hoped that this fact will neutralise the attempts which are evidently being made by a powerful party in China to force the Imperial Government into an attitude of hostility with Western nations. No doubt so soon as France has recovered from her present difficulties, she will be prepared to adopt a firm attitude with regard to the Tientsin outrage; and the unwillingness to afford redress which has been manifested during the time of her difficulties, will make the grounds for demanding a full reparation stronger than they were before. If the authorities at the Capital are sufficiently infatuated to yield to the demands which have been made upon them by a factious party, to take up a position of hostility towards foreign nations, it seems likely that the folly of their action will be demonstrated to them far more speedily than they have imagined at all likely, or even possible to be the case.

AN important judgment, given in the case of FOCK-KEE *v.* JARDINE, MATHESON & CO., by Mr. C. W. GOODWIN, Acting Chief Judge of H. B. M. Supreme Court, Shanghai, involving the question of the liability of the owners of steamers when goods are carried without Bills of Lading being granted, is given elsewhere. The plaintiffs had shipped certain goods in the steamer *Lismore* from Foochow to Shanghai, and had, according to the custom of the port, only received Mates' receipts for them. The steamer was lost, and the claim was brought for the value of the goods. The Court held that the evidence did not substantiate any carelessness on the part of the Captain in respect to the loss of the vessel, but considered that the owners would be liable simply as Common Carriers, unless they could prove that the exception which they claimed to such liability had been distinctly made known to the shippers. The decision thus clearly points to the necessity of issuing Bills of Lading, in order to limit the liability of the owners of the steamers as Common Carriers. According to the judgment, if only Mates' receipts are granted, the owners may become liable for the loss of the goods through the act of God, the Queen's enemies, dangers of the seas and other causes, usually excepted under Bills of Lading. In the present case, judgment was recorded for the defendants, in consequence of the evidence given by one of the Plaintiffs making it clear to the Court that they were aware that the Defendants did not guarantee the goods which they received against accidents of the seas. The witness stated that JARDINE'S custom differed from that of other houses, as they insured the goods shipped in their steamers; but the subsequent portion of his testimony contradicting the statement that Messrs. JARDINE, MATHESON & Co. did so insure the goods, Mr. GOODWIN, with admirable penetration, pointed out that the witness's evidence went to show the exact opposite to what was intended, that is to say, it proved that Plaintiffs were aware that the Mates' receipt did not in an ordinary way amount to any guarantee against accidents of the seas. The case, however, should form a warning to the Masters and Owners of steamers not to receive goods without granting Bills of Lading; as, it appears that, but for this flaw in the Plaintiffs' evidence, judgment would have gone in their favour.

POLICE INTELLIGENCE.

March 6th.

BEFORE J. RUSSELL, ESQ.

CHARGED WITH MAN STEALING.—

Lum-Aquai, a grass cutter, was charged by Tun-Ahfook with having taken his younger brother to Macao, and left him in a barracoon. Complainant had been to Macao, but had not succeeded in finding him. Defendant said that the charge was false; it had been trumped up out of spite because he would not lend complainant some money, which he had asked for to repair his boat, which was broken. Complainant was his clansman, but he knew very little about him in any way. Ordered to find security, one householder, $25, to be forthcoming within one month.

EAR-RINGS.

Poon Asbang was sent to Gaol for six months with hard labour, for having snatched one of the ear-rings of Wong-seng-ho, as she was walking along the Hollywood Road. The man was pursued by a district watchman, who, however, could not overtake him, but a few days afterwards the watchman saw a group of men sitting down in Taipingshan, and recognized one of them as the man of whom he had been in pursuit. These men all ran directly they saw him coming, but on this occasion the watchman captured his man, and took him to the Central Station, where he was picked out from a number of men with whom he was placed, by the complainant, who identified him at once. Prisoner's defence was that it was a charge which originated in malice.

LARCENY.

Tam Ahn got three months with hard labour for stealing a bucket, the property of Lo-bichung, a fishmonger in the Central Market.

MORE EAR-RINGS.

Chun Awai, a hawker, was sent to gaol for six months with hard labour, for snatching the ear-rings of Wang-ah-ngan as she was walking along the Hollywood Road on the 2nd instant. In consequence of something which she heard, the complainant went to the Central Station, and there from among a number of men she picked out the defendant, as very much like the man who had snatched her ear-rings. District watchman No. 16 hearing of the robbery, kept a good look out, and on the 6th, at 8 a.m., in company with some other watchmen, while out making enquiries about robberies of ear-rings, hair-pins, &c., saw defendant and three other men sitting down in Taipingshan, these all ran, but defendant and two others were caught. One of whom was identified as having robbed a woman of an ear-ring on the 22nd February.

ILLICIT TRADE IN SAMSHU.

Leong Asing, of Sunon, a barber, was fined $50 for selling samshu in Hoong-ham. C.P.O. No. 16 having received information that sailors were in the habit of repairing to that locality and there getting drunk, went in plain clothes, and after watching for a short time saw defendant in the act of delivering a bottle of liquor to a foreign seaman. When he ran forward to seize it, the bottle was thrown and broken, but he could swear that its contents had been samshu. After this he proceeded to search defendant, and found a quart-bottle of samshu under his waist, also a soda-water bottle containing some filthy liquid in his hand. Defendant begged very hard to be let go, saying that he was very poor, and lame from a bad foot, and that he was trying very hard to make a little money. Defendant, who denied everything, having nothing to pay, was sent to gaol for three months.

ESTREATED.

William Bell, a seaman, when taken to the Central Station on the 2nd instant, deposited with Inspector Orley the sum of $5 as bail money for his appearance. He was summoned yesterday, and on its being ascertained that he had left the Colony, the bail was formally declared to be forfeited to the Crown.

WATCHMAN ASLEEP.

Sheik Allie, watchman to Mr. Dorabjee, upon the complaint of I.P.C. No. 4?3, was fined $5 for neglect of duty. He was lying in his bed instead of being up and at his post. Defendant denied the bed, and said it was a chair, and that he was wide awake. P.C. Pemberton, however, added his evidence, and said it was a bed, and that the man was fast asleep. Defendant had been fined $5 on a previous occasion.

Cases of no pass, hawking without a licence, quarrelling and behaving in a disorderly manner, a number of householders for unlawful dirt, and the usual number of drunks, made up the catalogue.

SUPREME COURT.

BEFORE THE HON. CHIEF-JUSTICE SMALE, AND THE ASSESSORS.

IN ADMIRALTY.

The cases of the *Volga* and *Black Adder* were resumed yesterday. It was arranged that the copy of the document handed by the Captain of the *Black Adder* to the Captain of the *Volga* (the original of which has been telegraphed for) should be received in evidence, the Court reserving power, in case counsel asked it, to suspend judgment and wait for the original. It was also agreed that counsel should address the Court only once each, although there were two cases.

Mr. Hayllar then opened the case for the *Black Adder*. He said that as there were two causes, one promoted by the *Black Adder* and the other by the *Volga*, it was to be presumed that each party thought the other entirely to blame for the collision. There were of course three conclusions that the Court might come to, either that the steamer was entirely wrong, or that the ship was entirely wrong, or that both were culpable. Now his case was that the steamer was entirely wrong from beginning to end, and that the *Black Adder* had done everything to avoid the collision. He would glance over the facts in evidence before coming to the issues. From the evidence on the side of the *Black Adder* it appeared that at 7.45 or 7.40 p.m. on the 30th Nov. last, they were in the open sea in the fairway of vessels. The case was free from all those difficult points which arose when the collision occurred in a narrow river, or elsewhere where the Admiralty rules could not be fully applied. The *Black Adder* was sailing full and by, close hauled on the port tack, wind E.N.E., course about S.E by E. ½ E. The look-out reported a bright light broad on the port bow. At that time the boatswain was getting ready the lights under a previous order, and by the time the Captain came on deck, found the light 2 or 3 points before the beam, and walked forward the *Black Adder's* lights were actually out. Unless the whole crew could be convicted of the rankest perjury, the *Black Adder's* lights were out then. A curious corroboration of the fact came from the boatswain, who said that when he had put out the lights, on his return he met the captain going forward. And the *Volga* had in fact at one time seen the red light though not a word was said of it in the preliminary act. He presumed their case was that the *Black Adder* put out her lights just at the moment the collision became inevitable. Well he (the learned counsel) was almost completely indifferent as to this question of the lights, for even if there had been none at all, every step the *Volga* took was wrong from beginning to end.

The Chief Justice.—You have an easy case then.

Mr. Hayllar continued: The Captain of the *Black Adder* then saw various changes in the steamer's side lights after seeing the red one. Finally he saw the green light, and it must have been then that the steamer starboarded her helm, as it was admitted they did. All the witnesses but one agreed that they saw both lights at one time before seeing the green, which would show that the steamer changed from such a course as would have taken her astern of the *Black Adder*. The *Volga* was going 12 knots, and the *Black Adder* 4½ knots, and they were converging. The bright light could be seen (by regulation) 5 miles off, and the side-lights 2 miles. Calculating then that they were approaching each other at 16 knots from the complex motion, this would fit in very well with the time that the *Black Adder* saw the bright light before the collision. After she saw the bright light there was a period before the *Volga* could have seen her lights more than sufficient for her to put out those lights, and as the *Volga* was tending astern of the *Black Adder* she must have lost sight of the latter's lights again very shortly after making them out—about half a minute, and during that half minute they must have been changing their watch. The crew of the *Black Adder* watched the steamer's lights till she shut out the red and opened the green, and there was a singular unanimity on this point. Then the *Black Adder's* helm was put hard up, and she paid off about ½ a point (though the Captain thought it was 2 or 3). They shouted, and rang the bell. The *Volga*, describing a sort of semicircle, ran in without stopping her engines, and struck the ship amidships. This evidence was very coherent and distinct. Now what was the evidence on the side of the *Volga*? Some minutes before 8 o'clock the captain and second captain were walking the bridge, steamer going 12 knots, square sails set on the fore. The night according to the *Black Adder's* witnesses was fine and clear, the sea smooth, stars visible, and moon well up. The *Volga's* evidence on this point was that the night was overcast, clouds obscured the moon, and there was a breeze sufficient to send a sailing vessel before it 9 knots. But, at any rate, the captain said that before leaving the bridge he could have seen a mile and a half all round him. When he went to his cabin there was nothing visible, and nothing should have been then visible, for it was not until ten minutes afterwards that he came up and found the collision inevitable; in fact, it occurred before he was well on the bridge. Ten minutes was more than sufficient time to bring the *Black Adder* up at the rates at which the two vessels were going. In the meantime the watch had been changed, and the new look-out was blind of one eye, and that the one on the starboard side. He sounded the bell, but the officer of the watch was the first to perceive the indistinguishable mass as it was called, and even the man at the wheel had so little confidence in the one-eyed look-out as to leave his post to inform the officer that he, too, saw something. He (the learned counsel) thought the two or three minutes when they saw nothing was just the time that the *Black Adder's* light must have been visible. If the look-out was not doing his duty for one minute, you might extend that to two minutes, which was ample time for the *Black Adder* to pass into the position in which her light could not be seen. Now M. Claveys the first lieutenant, said that he looked at the mass, knowing it was a junk or a ship, but uncertain which way it was going, and yet gave no order to stop the engines though he was going nearly straight towards it. That was the first grand mistake he made. At this point it was immaterial whether the *Black Adder* had lights or not, because the *Volga* must have been then about 2 or 3 points abaft the beam, and could not see them. M. Clavey should have judged at once that he was behind a vessel, and that if he ported, he would clear her. But he watched until a red light appeared. He (Mr. Hayllar) could not understand how that could have taken place unless he had changed his course. But when he saw the light, he said, he put the helm hard a starboard, that is, he took direct aim at the light, which was perfectly unintelligible. But if in point of fact he starboarded before he saw the light, and when he only saw a mass, and thought it was going the other way, that would be intelligible. On the part of the *Volga* indeed no evidence had been produced which afforded any intelligible theory of the collision. Thus the *Black Adder's* evidence was entirely uncontradicted, and therefore the court must look to the evidence on that side, and to it alone, to account for the collision. And looking at the case in that light, unless there was some flaw in what the captain did, the *Black Adder* was entitled to the fullest possible judgment. There being nothing shown on the other side, it could only be a question of whether the *Black Adder* had been guilty of any neglect. He would now notice the issues between the parties. The first was as to the state of the weather. The evidence was very clear and unanimous on both sides. The *Black Adder's* people said it was a clear and smooth night, stars visible, with fleecy clouds in the sky. The other side said there was certainly a moon, the Almanac was too clear on that point for any mistake, but they provided for it with a mysterious covering; they said the heaven was *covert*, and that there were no stars. But the Assessors were familiar with the kind of nights which prevailed on the Coast of China in the N.E. monsoon, and would accept the *Black Adder's* account as the *more* correct. Sailors, no doubt, would exaggerate these points in the excess of their zeal, but their evidence, he contended, was the more correct. But he would not argue any further on this point, because the captain of the *Volga* had said that he could see 1½ mile all round. The next issue was as to the exact time of the collision. The Captain of the *Black Adder* looked at the clock and found it a quarter to 8, while the Captain of the *Volga* was equally distinct in saying it was 8 when he went into his cabin, and this was confirmed by the changing of the watch. It was not a very important point, and might be accounted for by the difference of the time they had carried since noon.

Capt. Swain remarked that the time agreed very well.

Mr Hayllar said the next was a very important issue, namely, as to the presence or absence of lights on the *Black Adder*, and as to whether if there were none, that was the cause of the collision. It was impossible for him to strengthen the case after the direct evidence on their side. The only doubtful point was cleared up by the Chief Officer, who said he ordered the lights out at that time, because he was going off duty at eight, and wished to see them out first. It was admitted that the lights were not used when they were out of the course of ships, but all the witnesses had given the same answer to an unexpected question; that they put out the lights every night in the China seas. The evidence as to the lights could not be rejected without rejecting the whole of the evidence. But even supposing that they were not put out until after the bright light was seen, even then there was ample time to get them out before it would be possible for them to be seen from the steamer. Thus the positive evidence was very complete. The negative was worthless, because the *Volga* was not in a position to see the lights if they were out, except for a very short time. The next issue was as to the course of the *Volga*. M. Clavey said he did not starboard till he saw the red light. A great deal had been said about that paper, and it was hinted that the captain of the *Black Adder* had not been very straightforward. But the *Volga's* preliminary act itself was not very straightforward. It was stated that the distance at which the other vessel was first seen was 1,000 to 1,200 feet, while M. Clavey's evidence showed that he had sighted her at about half a mile, though he did not know whether it was a junk or a ship. That is, that on a night when the captain of the *Volga* could see 1½ mile all round, the first officer could not tell at half a mile the difference between a 900-ton ship and a junk. If he was in such a state of mind, was he in a state of mind to know very accurately whether he gave the order to starboard before or after he saw the red light? He said the steamer paid off 1½ to 2 points before the collision, but this seemed impossible if she only starboarded after seeing the red light, which she sighted about 1,200 feet distant. That would only give about 50 seconds for a vessel of the *Volga's* length to pay off 2 points. From the relative positions at the moment of impact and arguing back, it must be evident that she starboarded at least 1,000 yards off, and that would be just sufficient to bring her round in the circle he had mentioned into the *Black Adder*. He would now refer to the leading cases which seemed to bear upon the present one. The case of the *James Watt* (3 Notes of cases) was one in which a schooner and steamer had "collided," and was very similar to this one. The officer of the steamer, it was held, being in doubt in which direction the schooner was sailing, should have kept his course and stopped his engines. The rule was that a steamer should slacken speed, and if necessary, stop, and reverse. It was monstrous to ask the *Black Adder* to pay for damages which occurred through the frightful speed of the steamer. Indeed, if the former had not been a strong iron ship she must have been cut in two by the steamer, and sent to the bottom. The next case to which he should refer was that of the *Valaskia* (1 L.R., P.C., 494-6), in which it was held to be the duty of a sailing vessel (under similar circumstances to these) to keep her course, and that any deviation from it could only be excused if made to avert immediate danger. In the case of the *City of Antwerp* (2 L.R., P.C., 25), Lord Westbury laid down that although a sailing vessel might not have observed the regulations, the steamer was culpable if it was in her power to get out of the way. In the present case, there could be no doubt that it was in her power to reverse her engines, and port her helm, or that if she had done so she would have avoided the collision. In the case of the *Fenham* (3 L.R., P.C., 212), the Master of the Rolls in his judgment said that it was clear the brig had either shown no lights at all, or if she had it was only when the collision was imminent. The rule was that the omission to show lights was not culpable if their absence did not cause or conduce to the collision. But at the same time the Master of the Rolls laid down that if it were shewn that any vessel did not carry lights, the burden lay on that side of proving that the collision was not caused by their absence. He (Mr. Hayllar) thought he had sufficiently shewn this. But in all those cases of no lights it was either admitted or distinctly proved that there were none. But when there was positive evidence of them, and only negative evidence on the other side, the courts gave precedence to the positive evidence, since the contrary would involve the witnesses on that side in perjury. This was laid down in the case of the *Virid* (10 Moore's P.C.) Now as to the reliability of the evidence, all the *Black Adder's* witnesses seem d decent men, and not vagabonds by any means. Their evidence was given in a manner conclusive of truth. There was no making one model go at about 100 miles an hour to make the two "collide" as the *Volga's* witnesses had done. No doubt you might say it was very easy to get up a story like this, but it was also very easy to break down a got-up story, and the assessors had put searching questions to these witnesses without shaking their evidence. Then he came to the paper, which appeared to be the backbone of the *Volga's* case. Where did the copy contradict their story in any essential? Admitting it to be a true copy, how did it militate against their case? He could not argue on the supposition that the captain was so base a man as not only to perjure himself, but to get up a conspiracy to bear him out. Any way, on the *Volga's* own showing, the collision could not have taken place had the *Volga* kept her course. If the assessors would sweep away all the evidence, and argue back from the proved positions of the vessels at the time of collision, they could not arrive at any other conclusion than that which the *Black Adder's* evidence pointed to. It was scarcely necessary to recur to the question of the weather, but it might be noticed that in the French ship's log-book it was said to be fine up to 8 o'clock, and after that hazy. One entry was made before the collision, the other after it. If any weight was to be attached to this, he asked that it might be given to the *Black Adder*, but it was unimportant, considering the evidence of the captain of the *Volga*.

The Queen's Advocate will open the case for the *Volga* on Wednesday next.

SUPREME COURT SHANGHAI.

Before C. W. GOODWIN, ESQ.

CHUNG-CHIN-LIEN AND OTHERS *v.* JARDINE, MATHESON & CO.

Mr. HARWOOD for plaintiffs.
Mr. RENNIE for defendants.

Feb. 27th, 1871.

JUDGMENT.

His Lordship delivered judgment as follows:—

The plaintiffs seek to recover the value of certain packages of paper, shipped on board the defendants' vessel, the *Lismore*, and which they have failed to deliver, not having been hindered from doing so by the Act of God or the Queen's enemies. The second paragraph of the petition alleges that the vessel was lost by the carelessness of the defendants or their servants; and as, if this point were supported by the evidence, the case must at once be decided in favour of the plaintiffs, it is proper to allude to it first. The evidence produced was the finding of the Naval Court which sat upon the occasion of the wreck of the *Lismore*, and some stress was also laid upon the fact that the captain had omitted to engage a pilot. The finding of the Court, however, entirely exonerated the captain and his crew from all blame; and it being in evidence also that he was well acquainted with the navigation of the waters where the ship was lost, the mere fact to negative the judgment given, and I must take it that no negligence has been made out, but that the accident was one which comes under the head of the perils of navigation. The main point relied upon by the plaintiffs was that the defendants, being common carriers, and having undertaken to convey the goods from Foochow to Shanghai, without any contract or notice limiting their Common Law liability, must be considered to have insured against all contingencies, except the Act of God and the Queen's enemies. There can be no doubt at all that the defendants were *primâ facie*, and in the ordinary sense, common carriers. Their ship was a general ship; nor would the mere fact of their contract for carriage having been made out of the realm of England exempt them from the liability which the law of England imposes upon them, supposing the case had to be decided in that country. In the case of Laveroni v. Drury (22 Law Journal, (N.S.) Ex. 2) which was not cited at the hearing, and in which a question arose upon a contract made in Genoa, Pollock, C.J., remarked, "the principle laid down in Dale v. Hall affords the only true rule of ascertaining with certainty the liability of the master and owner of a general ship, namely, that *primâ facie* he is a common carrier, but that his responsibility may either be enlarged or qualified by the terms of the bill of lading, if there be one, and the question whether the defendant is liable or not is to be ascertained by the terms of that document, when such a document exists." This disposes of so much of the argument as turned upon the so-called custom of the realm of England with regard to common carriers. Whether called a common carrier or not, the owner of a general ship, contracting, in a country other than England, for the carriage of goods, means *primâ facie* the liability to insure against all contingencies, except the act of God or the Queen's enemies. But it is added he may limit this liability by the terms of the bill of lading, and this is the well-known and universal custom, amongst the nations of the Western world. The old form of the bill of lading used in England contained the single exception of "the dangers of the seas," no mention being made of the Act of God or the King's enemies, these exceptions being implied by law. Of late years a more extensive clause of exceptions has been introduced into bills of lading, viz., "the act of God, the King's enemies, fire and all and every other danger and accident of the seas, rivers and navigation, of what nature or kind soever, excepted." Still wordier forms exist, and that which was produced at the hearing, as the common printed form used by the defendants, and adapted particularly to steam navigation and to Chinese seas, is as follows:—"The act of God, Pirates, Restraint of Princes and Rulers, Fire at Sea or on Shore, accidents from machinery, boilers, steam or any other accident of the Seas, Rivers and steam navigation, of whatsoever nature or kind, excepted." Now, the peculiarity of the present case is that no such bill of lading, nor any bill of lading at all, was given by the captain of the *Lismore* to the plaintiffs, and the only document they have to show is the goods were put on board: and the real question upon which the case turns is whether, in compliance with the Rules of Law, the contract for carriage made between the plaintiffs and defendants can be considered to embody the exceptions which the bill of lading would have contained had there been one delivered. The point then to be determined is, what was the real contract between the defendants and the plaintiffs, with regard to the carriage of these goods, or, in other words, can the plaintiffs be held to have had distinct notice of the terms upon which the defendants *profess to have carried the goods, namely* that they were not liable for the perils of navigation. The English Courts of Law have always held that the onus of proving notice of limitation of liability lies upon the carrier, and they have required that it shall be brought home to the owner of the goods who has entrusted them for carriage in the most distinct way. It is necessary therefore to look into the evidence to see what is the case here. It is shown, on the part of defendants, that some years ago, in consequence of the distance at which vessels lay down the river, a custom arose of dispensing with bills of lading. The goods were sent down to the Pagoda Anchorage, some 12 miles from Foochow, in cargo-boats, the mate's receipt was obtained, and there was rarely time to get this receipt exchanged for a bill of lading at Foochow, where the agents reside, before the ship left. In later years the steamers have gone up to Foochow itself, and this was so with the *Lismore* in the present instance, but the old custom of dispensing with the bill of lading has continued when the cause of it has ceased to exist. The practice has been recognised by the defendants, by their habitually delivering goods at Shanghai, upon the production of the mate's receipt alone. But can it be inferred, from this explanation, that the Chinese in general, or the Fock-kee hong in particular, are acquainted with the stipulations in Messrs. Jardine, Matheson & Co.'s ordinary bills of lading. Originally, indeed, the mate's receipt was given only as a provisional bill of lading, intended to be given up upon receiving one more complete, but by mutual consent the practice has been dropped, and the mate's receipt acted upon as far as delivery of the goods was concerned, which was all that the Chinamen cared for. But how does it appear that the Chinamen were cognizant of the clauses contained in the discarded bill of lading, by which the shipowner previously guarded himself against responsibility for perils of the seas and other risks? The defendants say that they were always ready to give bills of lading to those who chose to apply and produced the mate's receipt, and three such cases are stated to have occurred with the goods shipped by the *Lismore*. But it does not appear that the defendants notified in any way that they carried only upon the terms contained in their ordinary bills of lading, and they do not allege that they notified the plaintiffs in this case. The only ground then upon which they could put their case would be that a custom had grown up of accepting the mate's receipt as equivalent to a bill of lading in all its parts—as well those which are directed to the limitation of the ship-owner's liability as those which are for the benefit of the shipper; that this was perfectly understood that every shipper in Foochow, whether foreigner or Chinese, must be considered to have had notice of it and to be bound by it. But I doubt whether this would be alone sufficient to fix upon a perfectly ignorant and innocent shipper a knowledge of the terms upon which the defendants claim to carry goods for the public, those terms being in contravention of the assumption of law. But although the defendants have failed to produce evidence clearly fixing the plaintiffs' knowledge of the conditions under which they professed to carry, the evidence of the plaintiffs themselves throws some light upon the matter. Mow-yue-tung, a partner in the Fock-kee hong, and one of the plaintiffs, ventured to assert, "Jardine's vessel have a different rule from others in taking goods; they insure them." This admits a knowledge of a general rule that ship-owners do not insure the goods they carry, and unless we accept this statement as a veracious one, unless we believe that the plaintiff is stating what he really believed, and that he really had a good reason for thinking that Messrs. Jardine, Matheson & Co. carried on business differently from other people in this respect, the inference to be drawn from his words would be precisely the opposite of what he intended. Another member of the Fock-kee hong residing at Foochow, made the statement that the Chinese would not formerly ship goods in Jardine's vessels, and so the firm sent out to say that they would guarantee goods shipped by them, and that they said that the receipt given was a proof that the goods were taken on those terms, and that they refused to give bills of lading. This witness further went on to say that notwithstanding this he went to Messrs. Jardine, Matheson & Co., when the goods now in question were shipped, and asked for a bill of lading, but was told it was unnecessary. The defendants witnesses do not specifically contradict this assertion of their having sent out a notice that they were ready to guarantee goods, but their evidence explains the fact of the Chinese not usually accepting bills of lading in quite another way. They also contradict the fact that the witness applied in this case for a bill of lading, as Mr. Paterson stated that only three instances of such application had occurred, in all of which the applicants got what they asked for. Moreover, the latter statement of the witness is transparently inconsistent with the former. If long ago Jardine, Matheson and Co. had sent out such a notice as he describes, it is not likely that on this occasion he would have asked for a bill of lading. I consider, therefore, this witness as wholly unworthy of belief, and that the whole of his statement is a fiction, and if so he must in fact know very well that Messrs. Jardine, Matheson and Co. did not profess to do business differently from other people; and in other words, he shipped the goods with the understanding that they did not insure them. I think, then, that these witnesses spoiled their case by trying to make too good a one; I think they have brought to home themselves the knowledge of the condition upon which Messrs. Jardine, Matheson & Co. undertook to carry, and, dealing with their evidence as I doubt not a jury would have dealt with it, I consider that they have made out the defendants' case, and the verdict will be accordingly.

His Lordship said he had just one word to add to his judgment, with regard to costs. A rule had been made by the Chief Judge, on a former occasion, that the Chinese should not be obliged to give security for costs.

Mr. Rennie observed that in this case security had been given.

Mr. Harwood said it had been given only in so far as that he had, when filing the petition, become answerable of such Court costs as his Lordship might adjudge.

His Lordship said the Court costs must, of course, be paid. It was the other costs in the action to which he referred, and from which, under the treaty, the Chinese might be relieved.

Mr. Rennie believed that certain points had been raised since the Chief Judge had so ruled, which altered the case very much. The question was an elaborate one, and he did not feel prepared at once to argue upon it, but if his Lordship would reserve the point he would be very glad to address a few remarks to the Court on the subject. Since the decision of the Chief Judge, the question had been raised in a way in which it had not appeared before him.

His Lordship said he would hear the point if raised upon a future occasion, but in the present instance felt disposed to use his discretion, in not giving costs. In answer to a further remark by Mr. Rennie, His Lordship said he did not intend in doing so to establish a precedent.—*Daily News.*

JAPAN.

The Yokohama papers reports that the population of the Shinshiu Province is in a state of serious disaffection, and that troops have been despatched from Yeddo to quell the riot. The *Japan Herald* has the following:—

There have lately been very serious disturbances in Sinshu, arising, it is said, from dishonoring of the local *kinsatsu*. The people rose in arms, and were joined by a number of ronins from a neighbouring territory. It is stated that they cut off the local administrator's head. The Government despatched a large number of troops from Yeddo to quell the insurrection, and to arrest the ringleaders; also, money to meet the emergency. The measures taken were successful.

The whole of Japan is so inundated by war rumours that it is very evident some serious outbreak is not unlikely to take place soon, even if it has not already commenced. We learn, says the *Hiogo News*, that there has been a disturbance in Ise, where from one to two hundred ronins excited the country people to such a pitch by talking "politics" that they rose, to the number of about three thousand, and demanded, from their officials that they should have the right to offer their opinions to the Imperial Government. A Kuge named Shijio left Osaka for the spot, with his body-guard, about ten days ago. It is said that he has only taken a few men with him, as he is merely to pacify the rioters, it being feared, if the government were to attempt force, that the affair might assume more dangerous proportions.

On the 11th February, there was an extensive fire at Yedo; eleven *cho* of the city were burnt, the fire raged with great fierceness from 2 o'clock to 7 in the morning. We have heard various accounts of the number of houses destroyed, but we believe 800 is near the mark.

It having come to the knowledge of the French that some of the German ships recently contemplated making their escape from port, the *Dupleix* and *Alma* steamed out, and are supposed to be lying in wait, should any of the beleaguered ships attempt to get away. Some of the vessels are insured against war risks, and it is said are resolved on making the effort.

The Portuguese Consul has been insulted by a soldier on guard at the bridge leading to the Yedo Foreign Settlement, and ten days wasted in representations before the man was made to apologise. The fact seems to be that even the troops told off to protect foreigners are not well affected towards them, whilst the Government has little power over the soldiers retained by the feudal nobility—even when stationed on Imperial service in the Capital.

The *Japan Mail* notes the arrival of Mr. N. Y. Hannen, the new Judge for H.M. Provincial Court at Yokohama.

It is stated that Marshal Prim's widow has received an autograph letter of condolence from Queen Victoria.

Bishop Marvin writes to the *Spectator* that he has enough to do to keep him out of mischief. Evidently he has not enough to do to keep him out of print. Give him a dray to drive.—*News Letter.*

A curious discovery has been made among Lord Palmerston's papers, namely, his manuscript "Diary of Two Visits to Paris," in the eventful years 1814 and 1815. As the "Diary" was found only after the publication of the "Life" by Sir H. Bulwer, the Hon. Cowper Temple will give it to the public through the *Temple Bar* magazine.—*Athenæum.*

ARRIVAL OF THE PACIFIC MAIL.

The P.M.S.S. *America*, Capt. Doane, arrived this morning, with dates from San Francisco to the 1st Feb. The following interesting account of the interview between Jules Favre and Bismark appears in the American papers:—

NEW YORK, January 31st.

The *Herald's* Versailles special of January 25th, says as the facts concerning the negotiations develop, a better feeling is evident among both French and Germans, and all begin to agree in hoping for the termination of the war. The French are especially well pleased at the apparent modification of the German desire to humiliate Paris by a triumphal entry into the capital.

The negotiations between Bismarck and Favre form one of the most interesting chapters in the history of this memorable war. The arrival of Favre was known to none except those immediately concerned in conducting him through the lines. On his arrival at the house occupied by Bismarck, he was immediately admitted to the presence of the Chancellor.

After a few remarks, Bismarck said, "Well, Monsieur Favre, what is the object of this visit?" Favre, much affected, replied, "The object is to put a stop to the terrible suffering of the people of Paris. Now that the hope for relief from without is lost, Paris seeks peace. All we ask is such consideration as a generous enemy might give without loss of advantage or honors."

Bismarck expressed a desire to do all in his power to show his respect for the suffering and gallantry of the French nation, consistent with the safety, the honor, and interest of united Germany. He said this had been from the first to the last the object and desire of the Emperor and his advisers, since the commencement of this unhappy war forced upon them.

Favre first demanded the terms already reported. Bismarck replied: "It is not my province to refuse or accept terms; but I must say that the terms are such that I cannot myself approve them, and I feel confident my august master will reject them. However, it is my duty to submit them for his consideration."

Favre was politely but strictly placed under surveillance and occupied an apartment over the police bureau. As already reported, the first overtures were promptly rejected.

After Favre's return with the acceptance in substance of the terms demanded by the Emperor great excitement prevailed at Versailles. The Mayor went twice to the police headquarters to obtain an interview, but received peremptory orders not to attempt it, as such an act would render him liable to imprisonment.

An interview again took place between Bismarck and Favre. The former afterwards waited on the King and Council, when Favre's acceptance on the part of the provisional Government was submitted.

After Bismarck left the Emperor he walked into the office of his chief aid, General Condorff, and began to whistle a Prussian air which the trumpeter sounds at a bear hunt, when the beast is down and settled. After concluding the tune, he walked out again, never having spoken a word to any one present.

The next morning the terms drawn up over night between Bismarck and Favre in detail were handed to the Emperor, who opened and read the papers, frowned and observed in a disturbed tone, "*Encore trop de bienveillance.*" There is good reason to believe that the Emperor is badgered and bothered by the tricks of politicians, but he will be pleased when all is over.

The following late telegrams are also of interest:—

NEW YORK, January 31st.

Rumors are current that Von Moltke is greatly dissatisfied with the action of the Crown Prince's army on the occasion of the sortie of the 19th. He thinks the ground was lost unnecessarily, and expressed his opinion openly. There is a growing coldness in consequence between the Crown Prince and the Commander-in-Chief.

LONDON, January 3 st.

All the rivers are opened for the transportation of food to Paris.

The Forty-sixth Prussian Regiment has occupied Fort Valerian.

LONDON, Jan. 30th.

The Empress Eugenie, after a stormy interview with the Duke de Persigny, ordered him to quit her presence, since he persisted in urging her to consent to the dismemberment of France.

VERSAILLES, January 30th.

The distress of Paris is very great. The destruction of railways impedes revictualling, the Germans meanwhile supplying the first necessaries from their own stores.

BRUSSELS, January 30th.

Quantities of provisions have gone to Paris. Great efforts are made to restore the railways. The Soissons line will be repaired in 43 hours, and the direct line in eight days.

The capitulation caused a stupor in the north of France.

LONDON, January 30th.

Bismarck will leave France after the meeting of the Assembly at Bordeaux.

The early return of Emperor William is expected. The report of his return on Tuesday is unauthenticated.

The Germans rigidly maintain passport regulations during the armistice.

A Berlin despatch says the Bonapartist negotiations with Bismarck take an important turn. A later despatch says there is consternation at Wilhelmshohe in consequence of the proposition to call the Constituent Assembly.

The *Times* reports the fastest cutter race recorded at Havre, the crew of the *Shenandoah* beating the British cutter *Helicon*.

THE INTERESTS OF ENGLAND.

The *Economist* quotes a contribution by M. Michel Chevalier to one of the Havre newspapers, entitled, "What the Policy of Inaction may bring on England." He thinks it quite admissible to assume that Prussia, supposing her triumph over France to be complete, may procure herself a fleet equal to that of England. Indeed, to do so is only a question of money; and from the extent of coasts she would have under her domination she would have no difficulty in manning it, especially as steam has rendered thorough seamen less necessary than they used to be in the sailing days. With such a fleet Prussia would only have to wait until England should be engaged in some difficulty with the United States, and might then declare war on her with the suddenness which characterizes her resolutions. Although, says M. Michel Chevalier, some persons consider a descent into England perfectly chimerical, the Duke of Wellington and Lord Palmerston held one to be possible, and urged that preparations should be made against it. Therefore, with a numerous steam fleet Prussia might be able to throw a large army into England. An invasion of the country would be popular among the Germans, especially as plunder possesses great charms in their eyes, and England would be a magnificent field for pillage. In case, then, France, which is the only ally of the first class England can have, should be crushed, the latter will be obliged to take precautions against the humiliating and disastrous eventuality that presents itself to her. She must, for example, maintain permanently at home 350,000 to 400,000 trained soldiers, for Prussia has 1,200,000; she must throw up new fortifications round her arsenals; have intrenched camps and impregnable forts to protect her capital, and must remodel her fleet. The result will be that while "Mr. Lowe, the Chancellor of the Exchequer, may have conceived the hope of presenting a reduced Budget for 1871, he will have to decide the problem how to prevent one of 60 and odd millions from growing into one exceeding 100 millions." In conclusion, M. Michel Chevalier says:—"There is no exaggeration in affirming that in the tragic drama now being played in Europe, the interests of England, whether she will or no, are almost as much engaged as those of France. How is that the men of superior intelligence who govern her are so long in seeing that?"

Nearly thirty administrative battalions and forty distinct corps of volunteers, representing between 40,000 and 50,000 men, have now received Snider rifles in exchange for their Enfields.

It is stated that the French Government have decided that the Bank of France shall issue notes, with forced currency to the amount of £1,500,000 on the security of woods and forests.

Count von Moltke, one day while returning to Versailles from the German batteries on the south-west, had a very narrow escape for his life. A shell burst close to his carriage, and its explosion covered with mud and ice and hard fragments of frozen earth the General himself, his aides-de-camp, horses, drivers, &c.—without, however, doing any harm to anybody.

HOME NEWS.

(Summaries from the London "Daily News.")

MONDAY, JAN. 9.

Lord Derby, in addressing a number of artillery volunteers at Preston on Saturday evening, referred at some length to the condition of the national defences. He expressed a hope that before the Legislature entered upon the discussion, people ought to make up their minds as to what was really wanted. If defence only was meant, that view should be clearly defined and adhered to. English patriotism had already sanctioned a large additional military expenditure, but he thought the outlay least to be grudged was that for the scientific branches of the service. His lordship suggested that rifle volunteers might make use of light field guns as a supplementary arm to the artillery, and that, with the object of strengthening the militia, the country should be divided into districts, each to provide its quota of men, or pay a pecuniary fine.

The acoustic properties of the Royal Albert Hall of Arts and Sciences were tested on Saturday. The results were pronounced satisfactory.

A meeting of the Greenwich Advanced Liberal Association was held on Saturday evening, at which a resolution was passed, recognising "an apparent want of sympathy" between Mr. Gladstone and the electors, but protesting against the requisition lately in course of circulation as an attempt to destroy the harmony now existing between all shades of Liberals in the borough.

When the Metropolitan Asylums' Board assembled on Saturday, attention was called to the great increase of small pox in the eastern districts of London. It was stated that in the parish of St. Leonard, Shoreditch, there were over 100 small-pox patients, for whom there was no accommodation in any hospital. The deputation who attended from the guardians were assured that the board was doing everything in its power to make provisions for patients suffering from this disease.

A circular has been issued by the Medical Department of the Privy Council, in which the attention of the local authorities is directed to Section 28 of the Vaccination Act of 1867. By this they are empowered to appoint special officers to institute inquiries, and take proceedings necessary to check the further spread of small-pox in those districts where it has become epidemic.

On Saturday the hearing of the Norwich election petition was continued. The case for the sitting member was opened, and it was contended that Mr. Tillett was entirely innocent of any irregularities in connection with the show of hands at the nomination of 1868. It was also argued that Mr. Tillet was not responsible for the acts of Mr. Ray, and that the hon. gentleman had set his face against all corrupt practices. Mr. O. D. Ray was afterwards examined at some length.

Notwithstanding the disagreeable condition of the ice in the metropolitan parks, several thousand persons ventured upon its surface yesterday. The ice in the Thames is gradually disappearing. Advices from Sunderland speak of the damage to shipping in the Wear on the break up of the ice in that river.

The driver and the conductor of a tramway car were summoned at the Thames Police-court on Saturday for having run down a cab in the Mile End-road. There was no doubt about the fact, but the defence was that the injury to the complainant's vehicle was caused by accident and not by design. The magistrate was at first inclined to send the tramway driver to prison, but ultimately a fine was inflicted in each case, and the company was ordered to compensate the cabman.

At the official declaration of the poll for the county of Meath on Saturday, it was stated that 1,140 votes had been recorded for Mr. John Martin, and 684 for Mr. Plunkett, thus giving the former a majority of 456. Mr. Martin, in returning thanks, remarked that he had been elected without any expense whatever to himself.

From one of our Special Correspondents in Paris we have received letters to the 3rd inst. The announcement that Mont Avron had been evacuated had produced a very depressing effect, and a strong under-current of feeling was setting in against General Trochu, whose strategy was considered to be in fault. It was thought that he would not again act on the offensive, unless under great pressure from the public. The Parisians, meanwhile, showed no disposition to surrender. Owing to want of fuel there had been some unruly behaviour—the people forestalling the action of the Government by making free with the palings and trees about the city—but there had been no serious disturbances. The cold had been intense, and death-rate from this cause was becoming terribly high. During the week ending December 31 the total number of deaths was 3,280, an increase of 550 over the two previous weeks. The population was about two millions, so that the mortality was at the rate of 10 per cent. per annum.

Our Special Correspondent with the headquarters of the Crown Prince of Prussia, writing on the 5th of the bombardment of the Paris forts, says that both sides stood to their guns like men. The French seemed to answer shell for shell, and something more. They perhaps fired too fast, our Correspondent adds, but sent many shells whizzing beyond the batteries, and had apparently resolved to make up for shortcomings of aim by rapidity of fire. The Germans were more deliberate, and may have produced a greater effect. Nearly all the German shells burst with due exactness, but it was noteworthy that the French shells did the same in much greater proportion than at the beginning of the operations.

Our Special Correspondent with the headquarters of the Crown Prince of Saxony says, there seems no question that Forts Rosny and Nogent have suffered severely from the German fire, and it is conjectured that their ammunition is falling short. A telegram from our Correspondent at Versailles states that the bombardment of the Southern forts was being steadily continued, and that the French fire had slackened. It was supposed that several guns in the forts had been dismounted.

Official advices from Versailles state that the German losses during the bombardment have been slight.

We publish this morning a letter from a Correspondent giving an account of the present condition of Mezieres. The town has suffered severely from the recent bombardment. In many places the site of the houses is a mere waste and not a stone of the front walls is left standing.

There has been more fighting on the Loire. The German divisions sent against General Chanzy met on the 6th two French army corps advancing near Vendome. According to the account from Versailles, the latter were repulsed. According to the account from Bordeaux, the French were at first driven back, but afterwards reoccupied all their positions, and the Germans retired, leaving behind many prisoners and wounded.

From Havre we have intelligence that 10,000 Germans crossed the Seine on Saturday, near Jumieges, and were threatening Audemer.

In a communication to the Commissary-General of the department of the North, General Faidherbe maintains the accuracy of his account of the battle at Bapaume, and points out alleged inaccuracies in the German despatches, in which the victory was claimed by General Manteuffel.

TUESDAY, JAN. 10.

At a crowded public meeting of the inhabitants of Chelsea, held last evening, Sir Charles Dilke and Sir Henry Hoare reviewed the events of the political year in speeches of some length. A vote of confidence was passed.

Mr. C. Fortescue has issued an address to the electors of Louth, not soliciting re-election, for that is unnecessary, but respectfully informing them of his change of office. He reminds them that while holding the post of Chief-Secretary for Ireland he was fortunate enough to take a large part in the passing of the great measures which signalized the first two years of Mr. Gladstone's Administration. In accepting another sphere of labour they may be assured that he does not abandon the duty still incumbent on him as an Irish member of the Government—that of contributing his best efforts to the successful prosecution of the Ministerial policy, which he is more than ever convinced will work and is working, through a thousand channels for the permanent welfare of his countrymen.

Mr. Tillett, M.P., was examined at the Norwich election inquiry yesterday. According to his evidence, he distinctly understood that no men were to be hired to attend the nomination in 1868, in order to obtain the show of hands for the Liberal candidates. He went into the contest with the utmost determination to prevent corrupt practices, and he adhered to this in thought and deed. Sir W. Russell, M.P., also stated that he had no knowledge of any arrangement for the purchase of the show of hands in November, 1868.

It is probable that the most eligible portion

of Woolwich Dockyard will shortly be transferred to the War Department. A further effort is to be made to dispose of the eastern end.

Two men were convicted at Worship-street yesterday of gambling in the streets by setting up that which is commonly known as a "wheel of fortune." One, who had previously been in prison for a like offence, was sentenced to three months' hard labour, and the other to twenty-eight days of the like punishment.

Our Special Correspondent with the Head-quarters of the Crown Prince of Prussia says that the bombardment of the Paris forts on the south was favoured by much finer weather on on the second day than the first. It was a bright sunny afternoon, and there was nothing to interfere with the aim of the gunners. The fire seemed fiercer than at first; more batteries were engaged; and, having got the range, the besiegers had warmed to their work.

It is reported in a telegram from Versailles that one of the German shells has fallen in the gardens of the Luxembourg. Barracks in Fort Montrouge and Fort Vanvres had been set on fire by the bombardment.

In the proclamation which has just been issued by the French Government in Paris the inhabitants are informed that the measures which have been taken with the view to a more energetic resistance will demand the co-operation of the entire population.

Our Berlin Correspondent says that the attempts to block up the Seine by sinking ships in it are to be given up, or at all events that more effective means are to be adopted. A detachment of 50 pioneers and 30 sailors has left Kiel by special train for Paris, with a number of torpedoes, which are to be placed in the river, and thus prevent the French gunboats from ascending it, and bringing relief or provisions to the besieged city.

The same Correspondent mentions a report, according to which Alsace and German Lorraine are to become a fief of the Imperial Crown, governed by a Viceroy, and with a distinct legislature. A large number of landed proprietors in Alsace, who have been consulted, are said to be favourable to this arrangement, which, moreover, is to be carried out before the conclusion of peace.

Danjoutin, to the south of Belfort, has been stormed by the Germans, who captured two staff officers, 16 other officers, and more than 700 unwounded prisoners.

M. Pinard, one of the ex-Imperial Ministers, is said by the *Siècle* to have been arrested and sent to Lyons.

OPENING OF THE ENGLISH PARLIAMENT.

The *Calcutta Englishman* contains the following abstract of the Queen's speech:—

LONDON, Feb 9, Afternoon.

Parliament was opened to-day.

The Queen's Speech is unusually long, and refers principally to foreign topics.

The war, it says, may be renewed in a few days, unless moderation and forethought prevail on both sides.

Her Majesty has strictly observed neutrality, carefully cherishing the cordial relation subsisting between the Great Britain and each of the belligerents.

Has abstained from gratulations or unwarranted interference, neither power having shown a readiness to propose terms acceptable to the other.

The representatives of the belligerents have been placed in confidential communication, but until famine had compelled the surrender of Paris, no further result had been obtained.

The Armistice recently concluded had rekindled hopes that complete accommodation might result in a peace compatible with the security and honour of the two nations; likely to command the approval of Europe; and, at the same time, give reasonable hopes that it would be of long duration.

Her Majesty regretted she had been unable formally to accredit an ambassador to France. Congratulations had been sent to King William upon his acceptance of the title of Emperor; that being an event bearing testimony to the solidity and independence of Germany, and the Queen trusted it would prove conductive to the stability of the European system.

The speech then proceeds to say that the Queen had, in correspondence with the foreign Powers, favoured and endeavoured to uphold their sanction of treaties; and confidently trusted that the result of the conference would be to uphold the principles of public right and the general policy of the Black Sea Treaty, whilst revising its conditions in a fair and conciliatory spirit.

Her Majesty regretted the failure of her efforts to secure the presence at the Conference of a representative of France, which is ever a principal and indispensable member of the European Commonwealth.

The American Fisheries question called for an early settlement, lest the indiscretion of an individual might impair the neighbourly understanding between the United States and Great Britain.

Her Majesty had therefore suggested the appointment of a joint Commission; and had agreed to President Grant's proposal that the same Commission should be authorised to resume the consideration of all claims arising from Civil War.

It was hoped that the establishment of Prince Amadeus on the throne of Spain would ensure to that country the blessings of a stable Government.

The foreign relations of Great Britain are stated to be of a friendly character; and the revenue flourishes.

The speech then announces measures for the better regulation of the Army, necessitated by the lessons of the war, and says "your patriotism will not grudge the increased charges."

The speech concludes with the recommendation of certain measures, the principal of which is that for secret voting.

The condition of Ireland is said to be gratifying. The Queen refrains from proposing any question calculated to excite controversy—a period of calm being necessary for that country.

The *British Medical Journal* states that Miss Garrett has no intention of resigning her seat at the School Board on her marriage, nor do her friends entertain any expectation that she will be called upon to do so. She will continue to practise, taking the name of Garrett-Anderson.

A letter in the *Cologne Gazette* remarks that officers have been sent to Versailles by a number of the neutral Powers for the purpose of watching the bombardment of Paris. Austria, Italy, and Belgium are not represented, but there are eight or ten Russian officers of various grades, and several English officers. Nine Japanese officers have also been sent by the Emperor of Japan, in order to gain an insight into military matters, and have been well received. Some of them are of very high rank. They were in civil dress, and recently passed through Nancy on their return from Versailles. Their companion and interpreter was a retired English officer. They appeared very intelligent, warmly praised the Prussian heavy guns, and thought no fortress could long resist them. The letter adds that enormous masses of ammunition are daily forwarded from Prussia, by rail to Lagny, and thence in artillery waggons up to the besiegers' lines before Paris.

COMMERCIAL INTELLIGENCE.

MARCH 6TH, EVENING.

The drug market has kept quiet and weak throughout the day at the following rates:—New Patna, $535 to $537½ cash, for ready cargo, and $527½ on time, 2nd sales; New Benares, $522½ to $525, sellers; Old Patna, $595 to $600; Old Benares, $555 to $560, nominal; Malwa, $630 cash, $635, on time; New Patna, 3rd sales on time, $517½ to $520.

MARCH 7TH, MORNING.

No change to report.

EXCHANGE.

ON LONDON.—
Bank Bills, at 3 months' sight, —
Bank Bills, at 6 months' sight, 4/4½ to 4/4¾
Credits, at 6 months' sight ..... 4/4½ to 4/4¾
Documentary Bills, at 6 months' sight 4/4¾
Bank Bills on demand, ... 4/3

ON NEW YORK.—
Private, 5 months' sight ..... —

ON BOMBAY.—Bank, 3 days' sight 227½
ON CALCUTTA.—Bank, 3 days' sight 2.7½

ON SHANGHAI.—
Bank, 3 days' sight 74
Bank, 15 days' sight 74¼
Private, 30 days' sight 74½

SHARES.

Hongkong Bank Shares, Old—31 to 31½ per cent. premium.
Hongkong Bank Shares, New—23 to 23½ per cent. premium.
Union Insurance Society of Canton, new shares—$1,300 per share premium.
China Traders' Insurance Company's Shares—$2,400 per share premium.
China and Japan Marine Insurance—Tls. 77 per share premium.
Hongkong Fire Insurance Company's Shares—$285 per share premium.
China Fire Insurance Company's Shares—$45 to $46 per share premium.
Victoria Fire Insurance Company's Shares—$39 to $40 per share premium.
Hongkong and Whampoa Dock Company's Shares—32 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—30 per cent. prem.
Shanghai Steam Navigation Company—Tls. 43 per share premium
China Sea, Saigon, and Straits Steamship Company—par.
China and Straits Steam Navigation Company—par.
Hongkong Gas Company's Shares—$55 per share.
Hongkong Hotel Company's Shares—30 per cent. discount.
Hongkong Distillery Company—10 per cent premium, nominal.
Indo-Chinese Sugar Company—1 per cent. premium.

SALES ON MARCH 6TH, 1871.
As reported by Chinese.

Drills, 40-yards, 400 pieces, at $3.85, by Hung-fung to Shantung merchant.
White Shirtings, No. 2, 150 pieces, at $5.00, by Hung-fung to Chuchow merchant.
White Shirtings, No. 1, 100 pieces, at $4.25, by Chuchow merchant.
White Wax, 1 piece, at $154, by Kwong-wing-shing to Hongkong merchant.
Chamois Horns, 2 catties, at $160.00, by Kwong-fook-wo to travelling merchant.
Camphor, 200 packages, at $14.50, by Wing-cheong-shun to Singapore merchant.
Grey Shirtings, 8-4lbs., 1,500 pieces, at $2.85, by foreign merchant to Hongkong merchant.
T-Cloth, 1,000 pieces, at $1.85, by foreign merchant to Hongkong merchant.
Cotton Yarn, No. 16-24, 50 bales, at $111.50, by foreign merchant to Kin-hing-cheong.
Bombay Cotton, 4½ bales, at $16.25, by foreign merchant to Man-hing.
Grey Shirtings, 8-4lbs., 2,000 pieces, at $2.60, by foreign merchant to Hongkong merchant.

TAKASIMA COLLIERY, NAGASAKI.

THE Undersigned are prepared to supply Coals from the Takasima Colliery (8 foot seam), in quantities as required, to be delivered on board ship in this Harbor.

Note.—The Specific Gravity of Takasima Coal is 1.245, it contains 82.07 per cent. of Carbon, and is admitted to be fully equal to the best English North Country Coal for steaming and all other purposes.

GLOVER & Co.
Agent in Hongkong,
NORTON, LYALL & Co.
tf 1951 Nagasaki, Japan, October, 1870.

L. FRICKEL & Co.,
SHIPCHANDLERS, SAILMAKERS, GENERAL STOREKEEPERS, AND COMMISSION AGENTS.
1422 QUEEN'S ROAD, HONGKONG. [Ag1

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NOTICE.
Re THOMAS EDWARDS, *deceased.*

ALL persons having Claims upon or against the Estate of the above-named deceased, are required to send in to the undersigned, with as little delay as possible, the particulars of their Claims upon or against the said Estate.

JNO. J. FRANCIS,
Solicitor for the Executors to the Estate.
Hongkong, 7th January, A.D., 1871. [1m 325

NOTICE.
ESTATE OF THE LATE CAPTAIN JOHN TOWNSEND.

ALL Persons having Claims against the Estate of the late JOHN TOWNSEND, deceased, are requested to send in the amount and particulars thereof to the undersigned on or before the 25th day of April next; otherwise such Claims cannot be admitted; All persons indebted to the said JOHN TOWNSEND, deceased, are requested to pay their Debts to the undersigned.

THOMAS HOWARD,
Administrator.
tf 154 Hongkong, 24th January, 1871.

THE TOURISTS' GUIDE.—POCKET FORM.
REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
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tf 387 Hongkong, 1st March, 1871.

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70 F. Praya West,
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tf 1681] HONGKONG. [Sept. 15

炭 煤 記 榮
WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the Public that his Shop has been established since 1855, at *Endicott's Lane*, and that he has always a great quantity of Best COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.

1y 558 Hongkong, 22nd March, 1870.

炭 煤 記 廣
NOTICE OF REMOVAL.

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12m 1291 Hongkong, 7th July, 1870.

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Gabriel's Coralite Tooth Paste ..... Price 1s. 6d.
Gabriel's Royal Tooth Powder ..... 1s. 6d.
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May have them supplied, in partial or complete sets, on Messrs. Gabriel's new system, by sending particulars of their cases, with a remittance of One Guinea, when the apparatus for taking a model of the mouth will be forwarded, with all necessary instructions. Messrs. Gabriel will undertake to Remodel or Repair Artificial Teeth made by other Dentists, (which do not prove satisfactory,) at moderate charges.

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⁂ All letters to be addressed to 64, LUDGATE HILL, LONDON. [Sept. 7.
a6m 1636

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SYDNEY & CLEVELAND BAY	Onward	Whyte	Hongkong	Rozario & Co.	Quick dispatch.
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Corded RIBBONS.
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White Satin and Kid BOOTS.
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A Choice Assortment of Dress MATERIALS, with Trimmings to match.
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Also,
A well-selected STOCK of:
GENTLEMEN'S HATS, TIES, SCARFS, in New Shapes.
White SHIRTS, "Eureka."
MERINO and LAMB'S WOOL UNDERSHIRTS.
French Kid GLOVES, in all colors and sizes.
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QUEEN'S ROAD, AND WELLINGTON STREET,
(Opposite the Catholic Church.)
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Ex "San Francisco," from Hamburg, and other late Arrivals.

BEST SWEDISH TAR, in Barrels and Half-barrels.
Hamburg Prime Mess PORK.
do. do. do. BEEF.
Europe ROPE, from 1½ to 4 inches.
Composition CANDLES.
SHEET LEAD.
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BURKE'S GUINNESS' STOUT, in quarts and pints.
Bass's ALE, by Cameron and Saunders, in do.
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50 CASKS of Devenish's CHAMPAGNE ALE.

KRUMMENACHER & Co.
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TATHAM'S BRANDY in 1 doz. cases.
" SHERRY " 3 "
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FRESH CALIFORNIA OATS.
AT
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CHAMPAGNE,
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Sparkling HOCK,
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Superior PORT WINE, Very Superior SHERRY, CLARET, "Old Medoc," } bottled in the London Docks, by Startup and Kentish, L'don.

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RODMOND, GIBBIONS & Co.,
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and
E. J. DU PONT DE NEMOURS & Co.,
are prepared to sell Rifles, Carbines, Fixed Ammunition, and Gunpowder, on terms more favorable than they can obtained from New York. [1y 1010 June 2

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THE new and fast Sailing Cutter Yacht *Anna*, 20 Tons.
Apply at the PRAYA HOTEL.
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DESSERT SERVICES.
Dinner SERVICES.
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HATS.
CAFETIERES.
French BUTTER.
Plate GLASS.
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1 Comet
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PRIME Hoth's ROPE, from 1 inch to 8 inch.
do. do. BOLT ROPE, all sizes.
do. do. RATLINESTUFF, from 6 thread to 24 thread.
do. do. SPUNYARN, 2 thread and 3 thread.
do. do. HOUSELINE and MARLINE.
Patent SIGNAL HALLIARDS and LOG and Lead LINES.
American AXES.
Ship Water CLOSETS.
Patent House Water CLOSETS.
Tube BRUSHES, assorted sizes.
India Rubber PACKING, assorted sizes.
Boiler TUBES, assorted sizes.
CANVAS, assorted qualities.
Prime Copenhagen Table BUTTER, in Tins.
Best Bremen Lager BEER.

At L. FRICKEL & Co.
1m 344 Hongkong, 22nd February, 1871.

FOR SALE.

THE undersigned has on sale the following Articles, viz.:—CASTOR OIL, GHEE, Bengal Table RICE, GRAM, Masulipatam SNUFF, and various other ARTICLES.

J. A. SOLOMON,
No. 17, Cochrane Street.
tf 207 Hongkong, 1st February, 1871.

FOR SALE.

BRANDY, Fins Bois.
Fine Champagne.
CLARET, Breakfast.
Dinner.
Sparking HOCK.
" MOSELLE.
Still HOCK.

F. PEIL.
tf 310 Hongkong, 15th February, 1871.

FOR SALE.

CHAMPAGNE:—
ROEDERER CARTE NOIR.
ROEDERER CARTE BLANCHE.
ROEDERER CARTE BLANCHE DORE.
ROEDERER GLADIATEUR.

SANDER & Co.
Sole Agents for Hongkong and China.
tf 1694 Hongkong, 3rd September, 1869.

FOR SALE.

FINEST Cavite and Manila CIGARS, in boxes of 500 and 10,000.
Ex Pacific Mail Str. "Japan."
Very superior GOLD LEAF TOBACCO, in tins and boxes.

J. C. KRUSE.

Until further notice at the Premises of Messrs. CHS. HOCK & Co., *Queen's Road*, No. 44, and *Stanley Street*, No. 11.
tf 205 Hongkong, 1st February, 1871.

NOW READY.
IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An ANGLO-CHINESE DICTIONARY, by the Rev. W. LOBSCHEID, published at the *Daily Press* Office, Hongkong.

FOR scope and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

The scope of the work is so great, and its utilitarian purposes so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully, with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

For Sale.

SAYLE & CO.,
SILK MERCERS, TAILORS, GENERAL WAREHOUSEMEN,
VICTORIA EXCHANGE, HONGKONG. — NANKIN AND SZECHUEN ROADS, SHANGHAI.

Respectfully announce that in anticipation of the early arrival of their SPRING STOCK, they have greatly reduced the prices of their WINTER GOODS, an early inspection of which they solicit from intending purchasers.

SILKS, Plain, Fancy, and Shot.
NORWICH REPS, all wool WINCEYS, PLAIDS and CAMLETS.
JACKETS,
Cloth, Velvet, Silk and Sealskin.
The various CLANS on all Wool SHAWLS.
Linen COLLARS and CUFFS,
Embroidered Lace COLLARS and CUFFS, the most approved styles.
In the Juvenile and Ladies' HOSIERY and UNDERCLOTHING will be found some special lines.
Gents. Wool HOSIERY,
SOCKS, UNDER VESTS, PANTS, CRIMEANS,
CARDIGAN JACKETS and VESTS,
SLEEPING SUITS,
DRESSING GOWNS.

Tailoring under the Superintendence of experienced CUTTERS.
Lounge COATS.
Office do.
Walking do.
Visiting do.
Dress SUITS.
} From the best English manufacturers.
Light Texture OVERCOATS.
Making to order, TWEED SUITS at very low prices.

The FURNISHING we have confidence in recommending that good value will be obtained
Brussels & Tapesty CARPETS.
Velvet Pile CARPETS.
A few made up Squares and Sofa CARPETS.
OIL CLOTH for Halls, Passages, Stairs, &c.
Coir MATTING and MATS.
All Wool REPS and DAMASKS, for Curtains.
TABLE CLOTHS, a large assortment.
The Eider Down QUILT.
Carriage and Travelling RUGS.

SAYLE & Co.

Ex S. S. "Priam."

LADIES' and Gentlemen's Kid GLOVES.
Billiard CLOTH.
Gentlemen's Twill SHIRTS, (new styles.)
WRISTBANDS.
A large parcel of Black SILKS, bought very cheap.
Muslin trimmed and Lace COLLARS and CUFFS.
Gold CORD.
UMBRELLAS.

SAYLE & Co.
Hongkong, 31st January, 1871.

The Chronicle and Directory for 1871.

NOW READY.

THIS Work, now in the NINTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1871" has been further augmented by the addition of a Chromo-lithograph plate of the
NEW CODE OF SIGNALS IN USE AT THE PEAK;
also of the
VARIOUS HOUSE FLAGS;
MAPS OF HONGKONG, JAPAN,
and of the
THE COAST OF CHINA;
besides other local information and statistics corrected to date of publication, tending to make this work the *vade mecum* for all Public, Mercantile and General Offices.

As already announced, the Directory is published in Two Forms, Complete at $5, or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Copies may be obtained at the *Daily Press* Office, and of the following Agents:—
Messrs. BROWN & Co., Swatow.
" WILSON, NICHOLLS & Co., Amoy.
" HEDGE & Co., Foochow.
" KELLY & Co., Shanghai.
Mr. J. R. BLACK, *Japan Gazette* Office, Yokohama.
Messrs. TRUBNER & Co., Paternoster Row, London.
Mr. G. STREET, Cornhill, London.
Mr. F. ALGAR, Clement's Lane, London.
Messrs. BATES, HENDY & Co., Old Jewry, London.
Mr. L. P. FISHER, Merchants' Exchange San Francisco.

Vessels on the Berth.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s steamship "SUNDA," will leave for the above place about 24 hours after the arrival of the next English Mail.

W. MACAULAY, *Superintendent.*
P. & O. S. N. Co.'s Office,
Hongkong, 6th March, 1871. [tf 409

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s steamship "OTTAWA," will leave for the above place shortly after the arrival of the next English Mail.

W. MACAULAY, *Superintendent.*
P. & O. S. N. Co.'s Office.
Hongkong, 6th March, 1871. [tf 410

Vessels on the Berth.

FOR SINGAPORE *direct.*

THE British Steamer "ADA," Tatchell, Master, will have prompt despatch for the above port.
For Freight or Passage, apply to
HOLLIDAY, WISE & Co.
tf 400 Hongkong, 6th Mar. h, 1871.

FOR SHANGHAI.

THE British Steamer "WILLIAM MILLER," Nyberg, Master, will have quick despatch.
For Freight or Passage, apply to
AUGUSTINE HEARD & Co.
tf 401 Hongkong, 6th March, 1871.

FOR NEW YORK.

THE British Barque "OSAKA," Leslie, Master, will have despatch for the above port.
For Freight, apply to
AUGUSTINE HEARD & Co.
Sw 402 Hongkong, 6th March, 1871.

FOR MELBOURNE, *via* DUNEDIN.

THE A 1 British Clipper-ship "GOLDEN SEA," Hardy, Master, having the greater portion of her Cargo and Passengers engaged, will meet with quick despatch for the above ports.
For Freight or Passage, apply to
ROZARIO & Co.
tf 379 Hongkong, 27th February, 1871.

FOR SYDNEY AND CLEVELAND BAY

THE British ship "ONWARD," Captain Whyte, will have quick despatch for the above ports.
For Freight or Passage, apply to
ROZARIO & Co.
tf 346 Hongkong, 23rd February, 1871.

FOR SAN FRANCISCO.

THE American ship "HELEN MORRIS," will have quick despatch for the above port.
For Freight or Passage, apply to
OLYPHANT & Co.
tf 331 Hongkong, 17th February, 1871.

FOR SYDNEY.

THE British Ship "NEVILLE," Hemsworth, Master, having the greater portion of her Cargo engaged, will meet with early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 213 Hongkong, 2nd February, 1871.

FOR PORTLAND, OREGON.

THE A 1 American Barque "EDWARD JAMES," Patterson, Master, will have early despatch for the above port.
For Freight or Passage, apply to
RUSSELL & Co.
tf 176 Hongkong, 28th January, 1871.

FOR SAN FRANCISCO.

THE British barque "ROMEO," will have quick despatch for the above port.
For Freight, apply to
OLYPHANT & Co.
tf 151 Hongkong, 24th January, 1871.

FOR NEW YORK.

THE A 1 American Barque "ADELIA CARLETON," Captain Carleton, having a large part of her Cargo engaged, will load at Whampoa for New York, and will have quick despatch.
For Freight or Passage, apply to
OLYPHANT & Co.
tf 91 Hongkong, 14th January, 1871.

STEAM FOR
KING GEORGE'S SOUND, SYDNEY, AND MELBOURNE,
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*EMEU*," Capt. PERRINS, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on WEDNESDAY, the 8th instant, at noon.

Cargo will be received on board until noon on the 7th, Specie and Parcels at the office until 2 P.M. on the 7th.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

⁂ A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

W. MACAULAY, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 2nd March, 1871.

THROUGH U.S. MAIL LINE
FROM
CHINA AND JAPAN TO NEW YORK.

PACIFIC MAIL S. S. COMPANY
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.

THE Steamship *AMERICA*, Captain DOANE, will leave Hongkong for San Francisco via Yokohama on MONDAY, the 13th March next, at 3 o'clock P.M., taking Passengers, Mails and Freight, for the United States, Canada, Central and South America, and Europe.

A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

The *AMERICA* will be due at San Francisco April 17th, whence daily Passenger trains and daily Freight trains are run over the Central and Union Pacific Railroad Lines for New York and for all the principal cities in the interior and upon the Atlantic Seaboard. The time between San Francisco and New York by First-class Passenger trains is six days and twenty hours; and the distance 3,312 miles.

The Silver Palace Sleeping Cars are run through these trains, making Drawing Room Cars by day, and Sleeping Cars by night; and are of the latest and best American pattern, being unexcelled for comfort and convenience.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Through Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, and San Francisco, for the Overland Railroad, and to Europe by connecting Lines of Steamers. The Overland Railroad Companies *Guarantee* 12 days time for Silk and 18 days for Teas and General Merchandise, between San Francisco and New York.

Favorable arrangements have been made for Through Passengers and Freight to America from Calcutta, Penang, and Singapore, and from Swatow, Amoy and Foochow.

Value and weight of Parcel Packages required; all Packages should be marked to address in full.

No Freight received after noon of the 11th prox. No Parcel Packages received after 5 P.M. same day.

For further information as to Passage or Freight, apply at the Agency of the Company, *Praya West.*

T. A. HARRIS,
Agent.
Hongkong, 12th February, 1871.

Post-Office Notifications.

MAILS BY THE "*ENGLISH PACKET.*"

The English Contract Packet "*EMEU,*" will be dispatched with the usual Mails for Europe, &c., on WEDNESDAY, the 8th instant, at noon.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 7th instant.

The Post-Office will be open until 7 P.M. on the 7th instant.

Letters, &c., may be posted during the night in the box left open for their reception.

Letters for registration will be received until 10 A.M. on the 8th instant.

Letters may be posted until 10 A.M. on the 8th instant, without late fee.

Letters posted after 10 A.M. on the 8th instant, will not be forwarded unless the *Late Fee* of 18 cents each as well as the postage is prepaid.

The Latest time for posting Letters at this Office is 11 A.M., and for Newspapers, Books, or Patterns 10 A.M. on the 8th instant.

Late letters (but Letters only) addressed to the United Kingdom *via Brindisi*, or to Singapore, may be posted on board the Packet from 11.30 A.M. to the time of sailing, on payment of a *Late Fee* of 48 cents each in addition to the postage.

F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, 2nd March, 1871.

It is hereby notified that, in future, Patterns or Samples of Merchandize of no intrinsic value may be sent from Hongkong, or from any of the British Post Office Agencies in China and Japan, to Spain and the Balearic and the Canary Islands, *via Southampton*, subject to the following Regulations.

1st.—The postage must be prepaid.

2nd.—There must be no writing, in addition to the address of the person for whom the packet is intended, and the address of the sender other than a manufacturer's or trade mark and numbers, and the prices of the articles.

3rd.—The Patterns or Samples must be sent in covers open at the ends, so as to be easy of examination. Samples, however, of seeds, drugs, and so forth, which cannot be sent in open cover, may be inclosed in bags of linen, paper, or other material, tied at the neck with a string, so that the Officers of the Post Office may be able to satisfy themselves as to the nature of the contents.

4th.—No Packet of Patterns must exceed two feet, British, in length, or one foot, British, in width or depth.

No article likely to injure the contents of the mail bags, or the person of any Officer of the Post Office, may be sent through the Post as a pattern.

If either of the foregoing rules be infringed, the packet will not be forwarded. The rates of postage chargeable will be as follows:—

FOR A PACKET.
Not exceeding 2 oz., 8 cents.
Above 2 oz., and not exceeding 4 oz., 16 cents.
" 4 " " 8 " 32 "
" 8 " " 12 " 48 "
" 12 " " 1 lb. 64 "
Every additional 4 ounces, 16 cents.

F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong 13th February, 1871.

In consequence of the transfer of the British Mail Packets from the Marseilles Line to that between Alexandria and Brindisi, and it being therefore no longer desirable that the Correspondence for Belgium should be sent in the Mails to France, as heretofore, it is recommended with a view to more prompt delivery, that Letters, &c., for Belgium, should be addressed to be forwarded viâ Brindisi.

Correspondence for Belgium forwarded viâ Brindisi, can for the present, only be pre-paid to Alexandria at the rate of 12 cents for each ½ ounce on Letters, and 2 cents on each Paper.

F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 25th February, 1871.

Arrangements having been made by the French Post Office for embarking and disembarking the British Overland Mails to and from France at Brindisi, thereby necessitating the payment by the French Post Office of a transit rate to the Italian Post Office, it has been determined to augment the rate of postage on letters exchanged in the direct Mails between Hongkong and the French Post Office.

The rates of postage chargeable in Hongkong upon letters sent to France and countries through France will, in future, be as follows, viz.:—

To France, Algeria, the French Offices in Turkey (except Constantinople), and the Office at Tunis and Tangiers, 22 cents per ¼ ounce.

To Jaffa, Beyrouth, Tripoli (Syria), Latakia, Alexandretta, Messina, Rhodes, Smyrna, Mitylene, the Dardanelles, Gallipoli, Ineboli, Kerassun, Salonica, Samsoun, Sinope, Sulina, Trebizond, Tultcha, Varna, Galatz, and Ibraila, 22 cents per ¼ ounce.

To *Spain* and *Gibraltar*, 24 cents per ¼ ounce.

To the Grand Duchies of Luxemburgh and Baden, Belgium, the Netherlands, Portugal, Rhenish Prussia, Bavaria, Wurtemburg, the Principalities of Hohenzollern, Birkenfeld, Hesse-Homburg, Lippe, Schwartzburg-Rudolstadt and Reuss, the Duchies of Nassau, Saxe-Coburg-Gotha and Saxe-Meiningen-Hildburghausen, Hesse-Electoral, Hesse-Darmstadt, the Duchy of Saxe-Weimar-Eisenach, the Free Cities of Frankfort-on-the-Maine, Hamburgh, Bremen, and Lubeck, Switzerland, and Italy, 26 cents per ¼ ounce.

To *Countries beyond Sea without distinction*, 28 cents per ¼ ounce.

To Prussia (Rhenish Provinces excepted), Hanover, Saxony, the Grand Duchies of Mecklenburgh Schwerin and Mecklenburgh Strelitz, Duchy of Brunswick, Grand Duchy of Oldenburg (the Principality of Birkenfeld excepted), the Duchy of Anhalt, the Austrian Provinces, Belgrade, *Servia* (Belgrade excepted), *Montenegro*, Schleswig and Holstein, 30 cents per ¼ ounce.

To Denmark, the Papal States and Austria, 32 cents per ¼ ounce.

To Moldavia, Wallachia, Turkey in Europe, Sweden, Norway, Poland, and Russia, 44 cents per ¼ ounce.

Pre-payment is compulsory in the case of Letters for Spain, Gibraltar, Countries beyond Sea, Servia (Belgrade excepted), and Montenegro.

Letters may be registered to all the above places, except Spain, Portugal and Gibraltar, and the Austrian Provinces; the fee for registration is the same amount as the postage on each letter respectively.

Newspapers and Prices Current cannot be prepaid.

F. W. MITCHELL,
Postmaster-General.
General Post Office,
Hongkong, 13th February, 1871.

LETTERS, &c., ADDRESSED "LONDON" ONLY.

Many persons are in the habit of addressing Letters, &c., for well-known Firms and Individuals, to "London" only; but this practice not unfrequently occasions delay in such Letters &c. reaching their rightful owners. In all cases, however well the Firm or Individual for whom a letter is intended may be known, it is most essential, to ensure its correct and prompt delivery, that the streets in which they reside, and the number of the house, should form a part of the address.

F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 31st January, 1870.

It is hereby notified for general information that, under the provisions of an additional Convention concluded with the United States' Post Office, a further reduction has taken place in the postage on Letters between the United Kingdom and the United States, which has been extended to Letters forwarded *through* the United Kingdom.

The postage chargeable on Letters posted in Hongkong, or at any of the British Postal Agencies in China and Japan, addressed to the United States, to be forwarded by either British or French Packet, will henceforth be as follows, viz:—

When forwarded viâ Brindisi, 42 cents each half-ounce.
When forwarded viâ Marseilles, 36 cents each half-ounce.
When forwarded viâ Southampton, 28 cents each half ounce.

Prepayment of the postage is compulsory.

F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 14th February, 1870.

Extracts.

The Loss of the "Captain."

The following account of the loss of H.M.S. *Captain*, by an officer of the *Minotaur*, gives fuller particulars of this lamentable event than have hitherto been published, and also contains some valuable remarks upon the subject of turret ships generally:—

The recent loss of Her Majesty's ship *Captain* will long be remembered in the annals of the British Navy; not only for the appalling loss of life which it entailed, but for the peculiar circumstances under which it occurred. That a powerful well-formed ship of war, supposed to be commanded by one of the best officers in the service, should go down in the middle of the fleet without making a single signal, is, of itself, sufficiently mysterious to excite our astonishment. It is the custom in all men-of-war, at sunset, to load a certain number of signal guns, and to have an ample supply of rockets, long-lights, and blue-lights ready for immediate use. These arrangements are reported to the Captain or officer of the watch at sunset, and it is a proof of the sudden nature of the catastrophe when we are informed that she went down and made no sign.

Throughout the afternoon of the 6th of September, the whole squadron were trying rate of sailing on a wind, and as these trials have lost much of their interest since the introduction of steam, it is not a little singular that in many ships the contest was eagerly entered into. It was remarked, that the *Captain* did not sustain her former character for weatherly qualities. This, doubtless, arose from the fact that she was cranker than usual, owing to the consumption of so large a quantity of her fuel; still no one had the slightest suspicion that her stability was in any wise endangered, as the greatest angle of inclination shown by signal was only 11 deg., and she had long outcarried every ship in the fleet, except the *Minotaur*. A simple calculation will show that when she was heeling 15 deg., her power of resistance would begin to diminish, unless the higher free-board of the poop and forecastle may be deemed an equivalent for the loss on the upper deck. Even with this knowledge it was universally believed that no pressure of canvas could endanger her stability. With the exception of a few small brigs and schooners we have no instance on record of the upsetting of a man-of-war, and in an ordinary iron-clad it may be deemed an impossibility, so far as our present experience goes. It is evident that all on board the *Captain* had the most perfect confidence in her sea-going qualities, and took great pride in showing them off. Science never, in the first instance, rears a perfect model, and it is much to be feared that this disaster will beget a mistrust which the circumstances of the case in no-wise warrant. There cannot be a doubt as to the correctness of the turret principle for heavy guns, but the application requires careful and impartial consideration. Hitherto it has been discussed with unprecedented bitterness, not only by professional and scientific men, but by the general public.

We will now return to Cape Finisterre: at sunset the squadron were tying two reefs down in their topsails, and hauling up or furling the mainsail. All will agree that at this hour there were no signs to indicate the approach a heavy gale. The western sky was piled with a huge grey mass of cumulus cloud, such as we may often see on an autumn evening in England at the commencement of the south-west wind. The barometrical pressure had long been rather below the average; this may have arisen from the collection of the vapours of the Atlantic which were due in England, on the coasts of Spain and Portugal; still it was not low enough to attract the attention of the most careful observer. The westerly swell had, however, greatly increased during the afternoon, without any sensible rise in the force of the wind, and it has often been remarked that this phenomenon heralds the approach of a gale. It is evident that it could not have arisen without a cause, and the cause must have been a storm farther west. Up to the present time we have no data for ascertaining the rate of translation of a heavy swell; it certainly does not equal the velocity of the tidal wave, although it must be very great. As the night wore on, the clouds spread over the whole of the sky, in the form of a dark grey mist, with occasional showers of drizzling rain. At intervals the rain ceased, and as late as nine o'clock the light on Cape Finisterre was visible in a partial cleat. From this hour the gale may be said to have commenced, and it was only at intervals that the gigantic hulls of the iron-clads could be distinguished, looming through the darkness of the night. The lights of the nearest were closely watched, and timely warning given, if they neared to dangerous extent. Seamen, undoubtedly, owe a debt of gratitude to the inventor of the Colomb Light. Amidst darkness and storm, when all the ordinary means of communication utterly fail to convey the import of a signal, the Colomb Light flashes forth its messages with unerring precision and celerity. To borrow the metaphor of Captain Goodenough—"It bestows another sense on us." Towards midnight many a seaman looked uneasily at the broad sheets of canvas straining aloft, or gravely shook their heads when they felt the tension on the ropes which held it. Occasionally a sharp report would announce that something had yielded, and then the sound of rending canvas would be heard over the roaring of the wind, as it flew away like small storm clouds into the darkness to leeward. Strong men vainly essayed to lie out and secure the rending sails, but their muscular grasp failed to accomplish the feat, and shred by shred it parted from the yard. Huge yards were swaying up and down as if their weight was powerless to withstand the fierce squalls, and in exposed places it was difficult to walk about when the wind was at its height. The sails of the *Captain* were unfortunately new, and the great inclination of the ship, while it lessened the risk of blowing them away, by reducing the strain, sensibly increased the difficulty of lowering the yards. For the same reason the weather braces could not be rounded in with facility. Ah! it is sad to think what a different result might have been attained if the lee screw had been set in motion when the yards refused to descend, but it is probable that the steam was not in hand, or it would most assuredly have been used to shake the wind out of the sails. Every sailor comprehends the difficulty there is in carrying out orders under such circumstances as the *Captain* was placed in on that fatal night. The noise of the wind, the darkness of the weather, the driving rain, the sea breaking over the deck, and the great inclination of the ship, all conspired to prevent the rapid execution of the last order ever given,—"Let go the top-sail sheets!" A few seconds afterwards the ship was on her beam ends, the watch on deck were washed off, and the greater part of them disappeared. The watch below, and the whole of the civil officers perished in their beds. Poor fellows! when the first rush of water came down the hatchways, many, probably, said,—"I hope they will not be turning a fellow out to dry the decks up." Nearly five hundred English seamen and marines went down in the middle of the fleet, which sailed on, unconscious of the fate of their drowning companions. It must have added to the bitterness of death, to see one of the sternmost ships passing within a few yards of them—help so near, and yet so unavailing. It is singular that her Commander had always expressed a wish to have a sailor's grave. But who could imagine that he would go down to it in the prime of his manhood; well, he adds another to the list of those who have gone down in keeping watch over England's safety, and I am sure it will be long before his name is forgotten amongst us.

The only surviving officer, Mr. May, owes his safety to the care with which he watched over the guns. He was asleep in his cabin at midnight, but was aroused by the calling of the watch. On visiting the foremost turret, the Gunner's Mate in charge said, "All's right here sir!" He then went into the after turret, and while there felt the ship go suddenly over on her broadside. In a moment he darted through the hole in the top, and found himself, with many others, swimming for life. His muscular frame stood him in good stead on such a trying occasion, and enabled him to reach the steam pinnace which was floating bottom up. On this exposed position he was joined by Captain Burgoyne and three seamen. Even in that hour of peril the love that his crew bore him shone forth, as they promised to remain by him. Shortly afterwards they saw a boat pulling by, and Mr. May called out, "We must jump for our lives!" "Do you jump," replied Captain Burgoyne, "for I do not think I can." He had probably been injured in the desperate struggle for life, and felt unequal to the attempt. The others jumped; Mr. May and one of his companions reached the boat, the other fell short and was seen no more. At this time a heavy sea swept over the pinnace, and when it cleared away, they saw that Burgoyne had disappeared. Thus perished, at the early age of thirty-seven, one of the most gallant officers of the English Navy, and who had been marked by his countrymen as a fitting leader of their future fleet. His loss is regretted by the whole profession, for he was an universal favorite, and their indignation was excessive when they read the uncalled for slanders which one of his brother officers had hurled at his memory. The same sea which washed Captain Burgoyne from the bottom of the pinnace, caused the death of one of the boat's crew. He had just said, "I think we are all right now, boys!" when the sea passed over the boat and carried him overboard. There were many hairbreadth escapes amongst the survivors, one of whom informed Admiral Yelverton that his great dread, when swimming for life, was the prospect of being sucked into the funnel, out of which the steam was rolling in volumes. The cries of the stokers were heard over the roar of the wind and sea; but they perished to a man, in their iron tomb.

It was fortunate that the *Inconstant* and *Bellerophon* passed clear of the sinking wreck, or we might have had to deplore the loss of a second ship and crew. This was averted by mere chance, for neither ship would have answered her helm readily under low sail.

The gale ceased suddenly at two o'clock on the morning of the 7th, the stars shone brightly, and the atmosphere cleared. Close to us was our faithful *Northumberland*; the manner in which this ship keeps station always elicits our admiration. In tempest, darkness, and fog, we feel sure that she is near us, and every note of her steam whistle and fog horn is as familiar to our ears as the bugle call to a light-infantry man. Science and steam have done much to aid the mariner on the ocean, but they have not lessened the necessity of good seamanship, or lowered our appreciation of it. When Englishmen cease to value the skill which has secured their greatness, their country will be safe no longer.

At daylight the *Captain* was missing, and the squadron separated to search for her on various bearings. The *Minotaur* went to the nort-east, and returned in the evening without having seen a trace of the wreck. Other ships had been more successful, having met with undoubted evidence of the catastrophe. The squadron now formed line abreast, and steered south-east. In a few minutes the *Monarch* stopped, lowered a boat and picked up a spar, with a sail attached. As we had received no intelligence of the articles found by other ships, the whole proceedings was watched with painful interest. When the yard was hoisted up, a signal announced "*Captain's* main top-gallant yard and sail." Even with that slight evidence there were few who had any doubts of her fate. At sunset the engines were stopped, and the fleet hove-to for the night. I have seldom seen one more perfect: the moon was near her full, and not a vestige of cloud or haze could be discerned; the wind had quite died away, but a long smooth swell stilled rolled in heavily from the westward, in quiet, solemn beauty. At two o'clock on the morning a long white object was discerned drifting towards us, it turned out to be the duck sails of the steam pinnace. During the night various articles were picked up, but none could bear testimony to the cause of the accident, and it was not discovered until the *Monarch* steamed into Corcubion Bay and rescued the survivors.

The *Captain* is a national loss, and it is to be hoped that the country will acknowledge it as such. That service in which the lamented Burgoyne was so popular, and another in which his celebrated father has attained such fame, are nobly responding to the call for help to the widows and orphans. Many are giving beyond their means; in the *Minotaur* where no proposition of so many days' pay was mooted, the Marines gave on the average, five days' each, and in some instances ten. The majority of these men have many claims on their scanty earnings, and all must have practiced self-denial to aid the good cause.

The experience which has been gained by this disaster has been dearly bought, and it will be long before the country will again be clamorous for such daring innovations on ship building. Not a shadow of responsibility rests on the Admiralty, who were fairly coerced into its adoption, and if England attempts to throw the blame on official shoulders, she will be as culpable as France is at this moment for casting the cause of the war on the Emperor.

Probably no question has been discussed with so much acrimony as the turret principle; and, it is to be regretted that what is sound in theory, should have been misapplied in practice. It is gratifying to hear that throughout this great disaster nothing occurred which in the slightest degree derogates from the character of English seamen. Amidst great perils on a dark stormy night, the few who reached the boat essayed to save their drowning shipmates, and only ceased their exertions when the force of the wind and sea had blown them to leeward. To successfully manage a swamped boat on such a night required no ordinary degree of skill, courage, and forethought, and nothing but a combination of such manly qualities saved the remnant of the *Captain's* crew.

The British Vessels Sunk in the Seine.

The following message from Count Bismarck to the North German Ambassador in London, respecting the British vessels sunk in the Seine, was communicated to Lord Granville:—

VERSAILLES, Jan. 8th, 1871.

"The report of the Commander of that part of our army by which the English collier ships were sunk in the Seine, has not yet arrived. But as far as our intelligence goes the general outline of the facts is known. You are authorised in consequence to say to Lord Granville that we sincerely regret that our troops, in order to avert immediate danger, were obliged to seize ships which belonged to British subjects. We admit their claim to indemnification, and shall pay to the owners the value of the ships according to equitable estimation, without keeping them waiting for the decision of the question who is finally to indemnify them. Should it be proved that excesses have been committed which were not justified by the necessity of defence, we should regret it still more, and call the guilty persons to account. The official answer to Lord Augustus Loftus' note will follow after the report from the army has been received."

Terrible Incident.

For several days past it has been terribly cold throughout the United States, all the rivers, bays, and harbours being closed by ice, navigation stopped, and everything in the shape of commerce brought to a standstill. The cold was most intense in the West, where in some places the Fahrenheit thermometer fell many degrees below zero. During the worst of this cold period, the night of December 24, the coldest night exprienced at Richmond, Virginia, for 13 years past, with the thermometer at 5 degrees above zero, and the ground covered with hard frozen snow, the Spottiswood Hotel was burnt. The house was filled with guests, and the fire was discovered on the lower floor about 2 a.m. An effort was made to wake the guests. There was soon indescribable panic and confusion, and in 20 minutes after the discovery of the fire the flames had burnt the stairways. Then people began leaping from windows, or lowering themselves down by the aid of ropes made from bedclothes. The building was almost entirely destroyed; and while the extent of the loss of life is not accurately known, it is believed that at least a dozen persons perished in the flames, while many were injured who leapt from the windows.—*Times.*

The State of France.

(Times.)

We speak of France as a great military Power of the future because we do not believe with some of our friends that her position is by any means desperate. There has been a great military collapse, the causes at which cannot yet be clearly understood, and the blow has affected the spirit and courage of every levy which has since been brought against the Germans. But, looking to their former achievements, and even to their present resistance, we have no reason to believe that the French have declined in military virtue. Their political condition is a more difficult question. People say they are not Republican; it may be so, but they are also certainly not Legitimist or Orleanist, and Bonapartism, if it linger among the peasantry, has been destroyed in the armies which must decide the fate of France, and which, whether in German prisons, behind the walls of Paris, or scattered in the Provinces, rail frantically against the "Man of Sedan." We do not believe that anything can be gained by setting up Royal puppets among a people whose respect for a hereditary Throne has vanished, and if a Gambetta, a Jules Favre, or even a Rochefort can govern the country under Republican forms, we should most earnestly deprecate any attempt on the part of foreign Powers to bring back any one of the Pretenders. Yet the restoration of settled Government in France is a matter of the most pressing necessity, and the probability of long political confusion is another gloomy prospect of the New Year.

Insurances.

PACIFIC INSURANCE COMPANY, SAN FRANCISCO.

THE Undersigned, Agents for the above Company, are prepared to grant POLICIES against Fire on Buildings and Goods, at current rates.

RUSSELL & Co.

tf 366 Hongkong, 7th February, 1867.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undersigned, having been appointed Agents in China for the above INSURANCE COMPANY, are prepared to grant Policies covering Marine Risks at the Current Rates.

RUSSELL & Co.

tf 573 Hongkong, 2nd March, 1867.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

In addition to the usual brokerage, this Association returns to the assured *Twenty per cent. of its yearly profits*, divided *pro rata* to the net premium contributed.

RUSSELL & Co., *Secretaries.*

tf 1085 Hongkong, 1st January, 1870.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against Sea Risks at current rates.

RUSSELL & Co.

tf 1032 Hongkong, 1st April, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding 1 month ¼ of the annual rate
Above 1 month, and not exceeding 3 „ ½ do. do.
Above 3 months and not exceeding 6 „ ¾ do. do.
Above 6 months the full annual rate.

GILMAN & Co., *Agents, North British & Mercantile Insurance Company.*

tf 696 Hongkong, 7th April 1868.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days, ⅛ of the annual rate.
Not exceeding 1 month, ¼ do. do.
Above 1 month and not exceeding 3 months ½ do. do.
Above 3 months and not exceeding 6 months ¾ do. do.

EDWARD NORTON, *Agent the Queen Insurance Company.*

tf 242 Hongkong, 22nd January, 1870.

THE QUEEN INSURANCE COMPANY.

CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, is prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein.

EDWARD NORTON.

tf 241 Hongkong, 22nd January, 1870.

THE GUARDIAN FIRE AND LIFE ASSURANCE COMPANY.

No. 11, LOMBARD STREET, LONDON, E.C.

ESTABLISHED 1821,

And empowered by special Acts of Parliament.

Subscribed Capital—£2,000,000, Sterling.

THE Undersigned having been duly appointed Agents for the above Company, are prepared to take risks against Fire, on the usual terms.

OLYPHANT & Co.

tf 2317 Hongkong, 7th December, 1869.

IMPERIAL FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz.:—

Detached & semi-detached Dwelling Houses removed from town, and their contents. ½ per cent.
Other dwelling Houses, used strictly as such, and their contents. ¾ per cent.
Godowns, Offices, Shops, &c., and their contents. 1 per cent.

GIBB, LIVINGSTON & Co., *Agents Imperial Fire Insurance Company*

tf 864 Hongkong, 7th March, 1865.

FORBES & Co.'s CONSTITUENTS INSURANCE COMPANY, AND BOMBAY INSURANCE COMPANY

THE Undersigned having been appointed Agents for the above Companies, are prepared to accept risks on the usual terms.

GIBB, LIVINGSTON & Co.

tf 399 Hongkong, 26th February, 1868.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents. ½ per cent. per annum
Otherdwelling Houses used strictly as such, and their contents. ¾
Godowns, Offices, Shops, &c., and their contents. 1

GILMAN & Co., *Agents, North British and Mercantile Insurance Company.*

tf 886 Hongkong, 10th March, 1865.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored thereon.

GIBB, LIVINGSTON & Co.

tf Hongkong, 24th, August, 1864.

AMICABLE INSURANCE OFFICE.

THE Undersigned having been appointed Agents for the above Insurance Office, are prepared to accept MARINE RISKS, and issue Policies on any First-class Sailing Vessels or Steamers on the usual terms, payable in case of loss, in China, Singapore, Calcutta, Bombay or London.

ROBT. S. WALKER & Co.

tf Hongkong, 8th October, 1863.

PHŒNIX FIRE INSURANCE COMPANY

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

NOTICE.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days ⅛ of the annual rates
Not exceeding 1 month ¼ do. do.
Above 1 month, and not exceeding three months. ½ do. do.
Above 3 months, and not exceeding six months... ¾ do. do.
Above six months the full annual rate.

JARDINE, MATHESON & Co., *Agents, Alliance Fire Assurance Company*

tf 678 Hongkong, 26th August, 1869.

NOTICE.

ROYAL INSURANCE COMPANY.

THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz:—

Detached and semi-detached Dwelling Houses (removed from the town) and their contents. ½ per cent
Other Dwelling Houses (similarly situated) and their contents ¾ per cent.
Offices and Godowns and their contents. 1 per cent.

Other Risks by Special arrangement.

The following rates will be charged for SHORT PERIOD Policies:—

Not exceeding 10 days ⅛th per cent.
Not exceeding... 1 month ¼ per cent.
Above 1 month, and not exceeding... 3 „ ½ „
Above 3 months, and not exceeding... 6 „ ¾ „
Above 6 months, the full annual rate of 1 „

ROBT. S. WALKER & Co., *Agents Royal Insurance Company.*

tf 1763 Hongkong, 13th September, 1869.

Insurances.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THIS Company grants Policies on Marine Risks at the established local Rates, to all parts of the World.

In addition to the usual brokerage, thirty per Cent (30%) of the Profits will be returned as Bonus to all contributors of business, whether Shareholders or not, rateably in proportion to the amount of Net Premia contributed.

No Policy Fees charged.

WM. PUSTAU & Co., *Agents.*

tf 1402 Hongkong, 27th July, 1870.

NOTICE.

BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents of the above Insurance Company, are prepared to issue Policies against Marine risks on Freight and Cargo at Current rates, subject to a discount of 15 %.

BUTTERFIELD & SWIRE.

tf 1753 Hongkong, 1st October, 1870.

THE ROYAL EXCHANGE ASSURANCE OF LONDON.

THE Undersigned having been appointed Agents of the above Corporation, are prepared to grant Policies against Fire at current rates.

BUTTERFIELD & SWIRE, *Agents, 4, Praya.*

tf 1569 Hongkong, 26th August, 1870.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings, Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.

Hongkong, 1st January, 1867.

COMPAGNIE LYONNAISE D'ASSURANCES MARITIMES.

Société anonyme libre au Capital de 6,000,000 de francs (un quart versé.)

THIS Company, being associated for purposes of Marine Insurance in the Far East, with the

LLOYD FRANCAIS, Capital of 6,000,000 frcs.,
And with the CIE FRANCAISE D'ASSURANCES MARITIMES,
Capital of........ 5,000,000 frcs.,
Offers to the ASSURED the Security of a collective Capital of........ 17,000,000 frcs.

Agencies established, and Policies made payable in Lyons, Paris, London, Marseilles, Calcutta, Bombay, Yokohama, Hongkong and Shanghai.

The undersigned having been appointed Agents in China for the above-named Company, are prepared to accept Marine risks, foreign or coastwise, at current rates.

RUSSELL & Co.

tf 1377 Hongkong, 23rd July, 1870.

THE LONDON ASSURANCE, INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1927 Hongkong, 1st November, 1870.

THE LIVERPOOL AND BOMBAY TRADERS' INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Marine Risks at current rates.

HOLLIDAY, WISE & Co.

tf 777 Hongkong, 25th April 1870.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON.

ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

W. MACAULAY, *Agent.*

tf Hongkong, 1st July, 1867.

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.

tf 1351 Hongkong, 7th June, 1867.

HONGKONG INSURANCE COMPANY, 1868.

THE undersigned having been appointed Agents of the above Company, are prepared to issue Marine Policies on the usual terms to the extent of £10,000, on any first class risk.

A. G. HOGG & Co.

tf 538 Hongkong, 17th March, 1869.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days ⅛ of the annual rate
Not exceeding 1 month ¼ of the annual rate
Above 1 month, and not exceeding 3 „ ½ do. do.
Above 3 months and not exceeding 6 „ ¾ do. do.
Above 6 months the full annual rate.

GIBB, LIVINGSTON & Co., *Agents, Imperial Fire Insurance Company.*

tf 675 Hongkong, 13th August, 1869.

MERCHANT'S MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.

ENGAGED EXCLUSIVELY IN MARINE INSURANCE.

Paid up Capital—$500,000.00.

THE Undersigned having been duly appointed Agents of the above Company, are prepared to accept Marine Risks on the usual terms.

OLYPHANT & Co.

tf 1292 Hongkong. 2nd July, 1869.

PACIFIC INSURANCE COMPANY.

THE above Company is prepared to accept risks on MERCHANDISE with average at current rates, from HONGKONG to SAN FRANCISCO per STEAMER or first-class IRON SAILING VESSEL, and thence per RAIL to cities in the Eastern States between PORTLAND & BALTIMORE on the Atlantic, both ports included, and between MILWAUKE and ST. LOUIS in the interior, both inclusive. Also on MERCHANDISE F.P.A. by RAILROAD from SAN FRANCISCO to cities in the Eastern States as above, at 5/8% net.

RUSSELL & Co., *Agents.*

tf 1461 Hongkong, 6th August, 1870.

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ALCOCK.—Familiar Dialogues in Japanese, with English and French Translations, for the use of Students. By Sir Rutherford Alcock. 8vo. pp. viii and 40, sewed. Paris and London, 1863. 5s.

ANDREWS.—A Dictionary of the Hawaiian Language, to which is appended an English-Hawaiian Vocabulary, and a Chronological Table of Remarkable Events. By Lorrin Andrews. 8vo. pp. 560, cloth £1.11s. 6d.

BELLOWS.—English Outline Vocabulary for the use of Students of the Chinese, Japanese, and other Languages. Arranged by John Bellows. With Notes on the writing of Chinese with Roman Letters. By Professor Summers, King's College, London. 1 vol. crown 8vo., pp. 6 and 368, cloth. 6s.

BEAL.—The travels of the Buddhist Pilgrim, Fah Hian. Translated from the Chinese. With notes and Prolegomena by S. Beal, Chaplain in Her Majesty's Fleet, a member of the Royal Asiatic Society, and formerly of Trinity College, Cambridge. Crown 8vo. cloth.

CALLERY.—Dictionnaire Phonétique de la Langue Chinoise. Par J. M. Callery. Two volumes. 8vo., Macao, 1841. £3. 3s.

CURTIUS.—Proeve eener Japansche Spraakkunst van Mr. J. H. Donker Curtius, Nederlandscher Commissaris in Japan, &c. Toegelicht door Dr. J. Hoffmann, uitgegeven op last van zyne Excellens den Minister van Koloniën. Large 8vo., pp. xvi. and 230. Leyden, 1857. £1 10s.

CHINESE Miscellany, consisting of original extracts from Chinese authors, in the native character; with Translations and Philological remarks. By Rob. Morrison. 4vo., pp. 52, bound, calf. London, 1825. 18s.

CHINESE REPOSITORY.—Vol. XII., No. 9, 11, 12; XIII. 6, 11; XV. 1, 6, 8; XVI. 1, 4, 6, 7; XVII. 1, 2, 5, 9, 11.

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China, Jessen	N. G. sch	173	Janssen, Vasmer & Co	
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Falk, Lund	N. G. sch	132	Wilson, Cornabe & Co	Foochow
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Bombay, Davis	Brit. str	1350	P. & O. S. N. Co	
Chieftain, McMinnes	Brit. str	900	Findlay, Richardson & Co	
Clan Alpine, Beckett	Brit. str	943	Jardine, Matheson & Co	
C. of the Wave, Harris	Brit. sh	777	Gilman & Co	
Courier, Nye	Rus. str	408	Walsh, Hall & Co	
Falke, Gottsche	N. G. bk	300	Kniffler & Co	Hakodadi
Gaucho, Stooks	Brit. bk	380	Walsh, Hall & Co	San Francisco
Homlesdale, Quin	Brit. sh	1257	Van der Tak	
Joddo, Corbett	Brit. bk	327	Cocking & Singleton	
Kati, Workmeister	N. G. sh	950	Grosser & Co	
L. Brown, Von Harten	N. G. bk	300	Kniffler & Co	
Louisa Droning, Peacock	Dan. bg	268	Kingdon Schwabe & Co	
Lothair, Peacock	Brit. sh	798	Hudson, Malcolm & Co	New York
Luzon, William	Amr. str	400	Walsh, Hall & Co	
Malacca, Kerr	Brit. str	1200	Frasar & Co	
Maria, Lorentzen	N. G. bk	208	Ginnert & Co	
Nen Granada, Butter	N. G. bk	204	Kniffler & Co	
New York, Farther	Amr. str	2000	P. M. S. S. Co	
Nuuanu, Hager	Brit. sch	150	Aug. Heard & Co	
Otago,	N. G. str	800	Textor & Co	
Palma, Jaigar	N. G. bk	300	Kniffler & Co	
Papillon, Soregne	Fren. bk	498	Societe Franco Japonaise	
Persia, Sternberg	N. G. bk	405	Kniffler & Co	
Princess, Johnson	N. G. bg	235	Kniffler & Co	
Rhein, Fryom	N. G. str	818	Japanese	
Saturnus, Diederich	N. G. bk	370	Schultze, Reis & Co	
Sea Bird, Catto	Brit. sch	125	Captain	
Shielhallion, Bevinck	Brit. bk	602	Van der Tas	
Stephanie, Schulte	N. G. bk	300	Grosser & Co	
Triton, Asmussen	N. G. sh	660	Kniffler & Co	

SHIPPING IN MANILA HARBOUR.

Vessel and Captain	Flag & Rig	Tons	Consignees	Destination
Alavesa,	Span. sh	601	Order	Cadiz
Aguia,	Peru. bk	350	Order	
Alejandro,	Span. bk	438	Order	
Archer,	Amr. sh	905	Order	Boston
Caroline Coventry,	Brit. sh	888	Order	
Catalina,	Span. bk	331	Order	London
Cervantes,	Span. sh	1026	Order	Cadiz
Clara Hargrave,	Brit. bk	404	Order	Sydney
Fire Dart,	Brit. str	50	Aug. Heard & Co	
Florida Blanca,	Span. bk	346	Order	
Flores de Maria,	Span. bk	248	Order	*Discharging*
I. y 6 Hermanos,	Span. bk	548	Order	*Discharging*
Luisito,	Span. bg	236	Order	Hongkong
Maria Rosario,	Span. bk	264	Order	Shanghai
Maria y Vicenta,	Span. bk	354	Order	Hongkong
Mary,	Brit. sh	1089	Order	Pacific
Minerva,	Span. bk	273	Order	
Monte Rosa, Thomas	Amr. sh	1337	Order	New York
Pepita,	Span. bk	507	Order	
Reina de los Angeles,	Span. sh	504	Order	
Santa Lucia,	Span. str		Order	
Santa Ana,	Span. bk	402	Order	
San Lorenzo,	Span. bk	220	Order	
S. D. Carleton, Freeman	Amr. bk	883	Aug. Heard & Co	New York
Staffa,	Brit. sh	923	Order	Pacific
Veloce de Napoles,	Brit. sh	525	Order	*Discharging*

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